DESIGN PLAN

Otay Ranch Freeway Commercial Sectional Planning Area (SPA)

Adopted April 1, 2003
by Resolution No. 2003-132

Proposed Draft Amendment
July 14, 2016

~~Text Deleted~~
Text Added

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OTAY RANCH FREEWAY COMMERCIAL SPA
DESIGN PLAN

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LIST OF EXHIBITS

I. Introduction

The Otay Ranch Freeway Commercial SPA represents the continued southward and eastward extension of the initial development approved in Otay Ranch Sectional Planning Area (SPA) One, and the subsequent approval of Village Six immediately to the west of the Freeway Commercial SPA and Village Eleven, immediately to the east (see Vicinity Map, Exhibit 1 and Project Location/SPA Boundary Map, Exhibit 2). The proposed SPA is the Freeway Commercial component of the sub-regional commercial, cultural, social and public services center envisioned as the Eastern Urban Center (EUC) and freeway commercial area established in the Otay Ranch General Development Plan (GDP).

This introductory section of the Freeway Commercial Design Plan provides a description of the design framework for the project, the setting, an overview of the SPA land use plan, surrounding uses and circulation system. The second chapter describes the overall planning area design features and provides specific guidelines for various design components/issues of the project. A separate section in that chapter provides landscape design guidelines and provides plant palettes for specific areas within the project. The final chapter describes the regulatory process for design review.

A. Design Plan Document

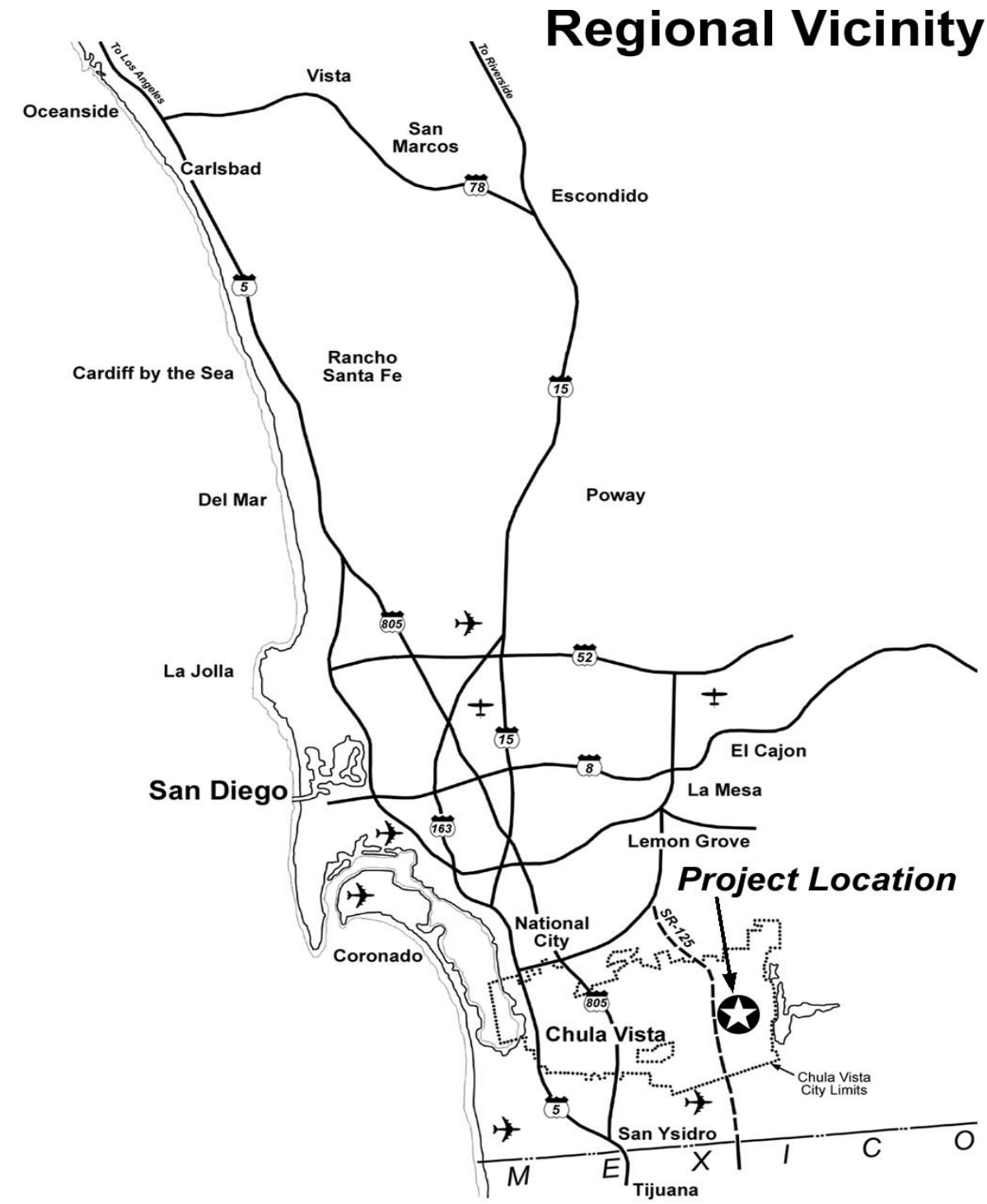
1. Purpose & Intent

The Otay Ranch General Development Plan (GDP) requires that a Village Design Plan be prepared for each village or planning area at the Sectional Planning Area (SPA) level of planning. The SPA-level Design Plan guides planning and development by defining the intended character and design elements of the SPA. It provides guidance for developers and designers in creating the project and it will be used by the City of Chula Vista to evaluate the plans submitted to implement the approved SPA.

This Design Plan for the Freeway Commercial SPA guides the design of sites, buildings and landscapes within the project to ensure that the quality of the adopted urban design and architectural concepts established for the overall Otay Ranch community are maintained. The design plan identifies an architectural theme and delineates streetscape and landscape design, signage programs, and lighting guidelines consistent with that theme.

2. Related Planning Documents

The guiding framework design plan is the Otay Ranch GDP Overall Design Plan. The Overall Design Plan provides general design guidelines appropriate to the pedestrian and transit oriented village concepts envisioned for the community. Village Design Plans for previously approved SPAs also serve, to a limited extent, as models for the Freeway Commercial SPA Design Plan. The freeway commercial use has not been included in any of the previously approved or implemented SPAs so there are no established SPA-level commercial design standards to which this project must adhere.


Regional Vicinity
To Los Angeles
To Riverside
Oceanside
Vista
San Marcos
Carlsbad
Escondido
Cardiff by the Sea
Rancho Santa Fe
Del Mar
Poway
La Jolla
San Diego
El Cajon
La Mesa
Lemon Grove
Project Location
National City
Coronado
Chula Vista
Chula Vista City Limits
San Ysidro
Tijuana
SR-125
5
78
15
805
52
8
163
MEXICO
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Not to Scale
11/15/02

Exhibit 1

Location/SPA Boundaries

Source:
Adopted Otay Ranch GDP

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Otay Valley Parcels
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Exhibit 2

The Design Plan is one component of the Freeway Commercial SPA Plan package which includes the land use and facility design focused SPA Plan, the Planned Community (PC) District Regulations which provide land use and development regulations (zoning), and the Public Facilities Finance Plan (PFFP) which addresses public facilities financing and phasing.

B. Design Concept

A number of factors influence the design of the Otay Ranch Freeway Commercial SPA. The primary design influence is the freeway and automobile oriented commercial center concept described in the Otay Ranch General Development Plan. Other influences are landowner desires, site conditions and characteristics, such as landforms, biological resources, drainage patterns, aesthetics, land use relationships and circulation patterns.

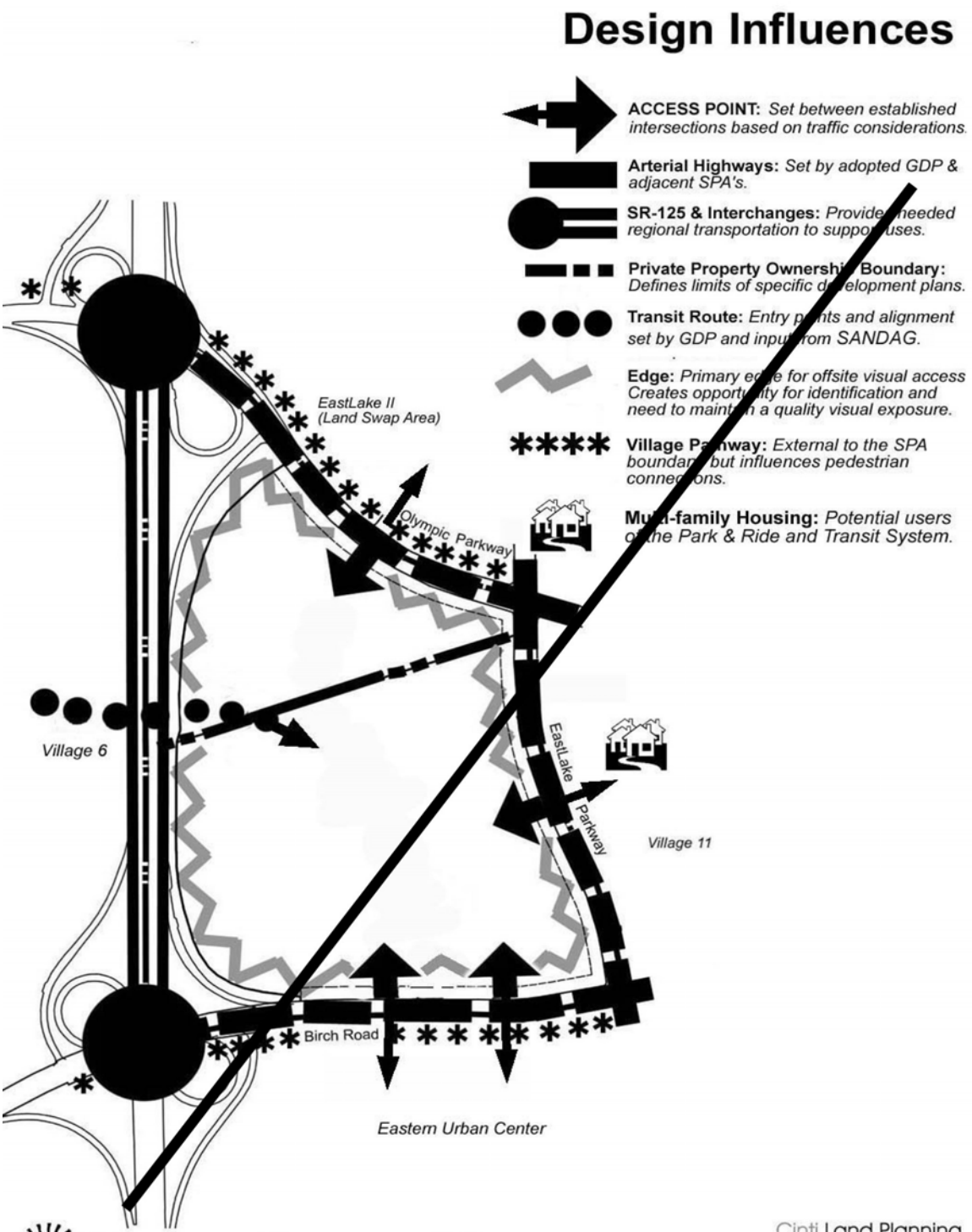
Existing and planned adjacent development patterns, Chula Vista General Plan policies, and the Otay Ranch GDP provisions governing adjoining undeveloped land also influence the design of the Freeway Commercial SPA, including the regional open space system, off-site circulation, biology, public facility connections and the planned land uses for adjacent properties. These factors are briefly described below and depicted on the Design Influences Exhibit (Exhibit 3).

1. Topography

The Freeway Commercial project area is located in the north-central portion of the Otay Valley Parcel of the Otay Ranch GDP. The project area includes approximately 160 acres of gently rolling terrain and is bounded by the proposed alignments of SR-125 on the west, Olympic Parkway on the north, EastLake Parkway on the east and Birch Road on the south.

2. Surrounding Land Uses

As noted above, a proposed freeway and major streets bound the project site. Planned uses to the north are within "Landswap" area of the EastLake Planned Community, while planned uses to the west, south and east are within the Otay Ranch GDP. Property north of Olympic Parkway is within the EastLake Greens SPA. The approved EastLake Greens SPA plan designates freeway commercial uses between future SR-125 and EastLake Parkway (similar to the uses proposed in this SPA), and 750 units of medium-high density residential uses east of EastLake Parkway, northeast of the Freeway Commercial site. Olympic Parkway will separate the EastLake development areas from Otay Ranch and Freeway Commercial SPA.


Design Influences
ACCESS POINT: Set between established intersections based on traffic considerations.
Arterial Highways: Set by adopted GDP & adjacent SPA's.
SR-125 & Interchanges: Provide needed regional transportation to support uses.
Private Property Ownership Boundary: Defines limits of specific development plans.
Transit Route: Entry points and alignment set by GDP and input from SANDAG.
Edge: Primary edge for offsite visual access Creates opportunity for identification and need to maintain a quality visual exposure.
Village Pathway: External to the SPA boundary but influences pedestrian connections.
Multi-family Housing: Potential users of the Park & Ride and Transit System.
EastLake II
(Land Swap Area)
Olympic Parkway
Village 6
EastLake
Parkway
Village 11
Birch Road
Eastern Urban Center
Freeway Commercial
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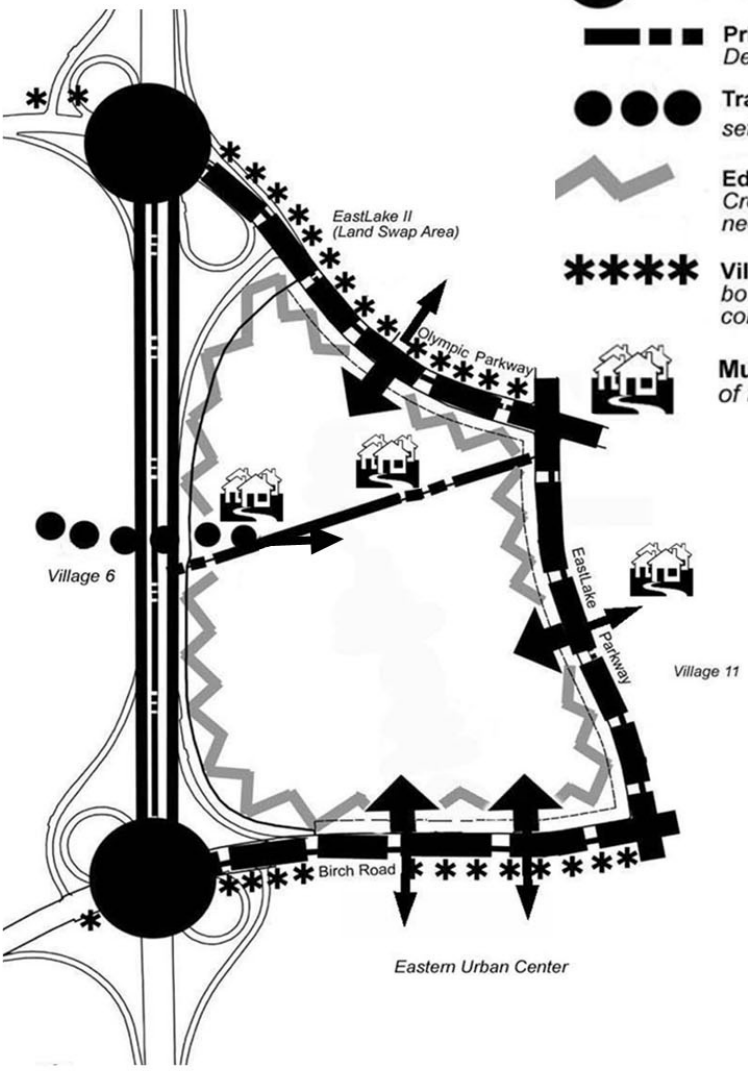
0 200 400 600
7/16/04
Exhibit 6

Design Influences

Proposed



ACCESS POINT: *Set between established intersections based on traffic considerations*

Arterial Highways: *Set by adopted GDP & adjacent SPA's.*

SR-125 & Interchanges: *Provides needed regional transportation to support uses.*

Private Property Ownership Boundary: *Defines limits of specific development plans.*

Transit Route: *Entry points and alignment set by GDP and input from SANDAG.*

Edge: *Primary edge for offsite visual access Creates opportunity for identification and need to maintain a quality visual exposure.*

Village Pathway: *External to the SPA boundary, but influences pedestrian connections.*

Multi-family Housing: *Potential users of the Park & Ride and Transit System.*

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Exhibit 3

Future Otay Ranch development to the east and west of the Freeway Commercial SPA is planned to be the typical Otay Ranch "village" concept while the high intensity Eastern Urban Center is located to the south. The Otay Ranch GDP requires a sensitive design that includes transition areas between villages which typically consists of landscaped slopes on either side of an arterial or major road which separates the villages. The western edge of the Freeway Commercial SPA is future SR-125 which will physically separate the freeway commercial area and Otay Ranch Village Six. Access to the site will be via SR-125 interchanges at Olympic Parkway and Birch Road, along the respective arterials to site entries and via an entry from EastLake Parkway.

Landscaped open space, no less than 35 feet in width (30 feet along Olympic Parkway between Town center Drive and EastLake Parkway), within the average 75-foot wide "Enhancement Buffer" along a major roads in FC-1 will be the edge condition. ~~on the other three sides of the Freeway Commercial site~~. Pedestrian routes and pedestrian oriented design features will be provided within the project along the internal streets, extending from the project entries to major destinations within the commercial center. In addition, the "Village Pathway" providing community-wide pedestrian and bicycle circulation connections will be located off-site, on the south side of Birch Road, and a regional trail is located on the north side of Olympic Parkway.

3. Freeway Commercial Land Uses

Together, the Freeway Commercial SPA and the EUC are described in the Otay Ranch GDP as "the central commercial and office node for the entire ranch." The EUC is further described as "an urban center, serving regional commercial, financial, professional, entertainment and cultural needs." Although the Freeway Commercial area and the EUC are intended to function synergistically to meet these regional needs, the intended character and uses in each are distinctly different. The EUC is intended to be a mixed-use area including some medium to high rise buildings with landmark architecture and a highly urban character, providing social and activity areas such as pedestrian plazas, a cultural arts facility, a library, etc. ~~In contrast, the Freeway Commercial use is purely commercial and intended for "regional uses which require an automobile orientation near regional transportation systems." Because of this difference in character, and likely feasibility/development timing factors, the Otay Ranch GDP (as amended) allows the preparation and approval of separate SPA plans for the Freeway Commercial area and the EUC mixed-use area.~~ The Freeway Commercial area also provides for a mix of commercial and residential uses, but with a somewhat lower intensity as a transition to the planned community north of Olympic Parkway.

The land use pattern for the SPA is that of a large commercial and residential use areas surrounded by ~~an enhancement buffer and~~ major circulation routes. The conceptual location of the internal street system shown on the Site Utilization Plan (Exhibit 4) begins to establish the structure and pattern of development within the SPA. However, as a large area ~~of a single land use,~~ the configuration of development will be established as site plans for various components of the ~~commercial center~~ planning area are prepared. In order to assure that a consistent and coherent plan for the entire area is developed and implemented, a Site Plan and

Architectural approval (or Master ~~Commercial Center~~ Concept Plan with implementing site plans) shall be required for each parcel designated on the Site Utilization Plan to implement the freeway commercial uses.

The Site Utilization Plan identifies two ~~parcels~~ planning areas (FC-1 and FC-2) which correspond to the two major ownerships of the property. Because of the independent ownerships, project plans have been designed and structured to allow the two parcels to develop separately but in a coordinated manner. The SPA Plan is intended to provide the necessary SPA-level planning and design approvals which will be implemented at successive stages of planning and design separately by each owner. ~~This Design Plan has been prepared by the owner of parcel FC-1 and, hence, provides more detail with respect to that parcel.~~ Prior to initiation of development within parcel FC-2 a Master Precise Plan shall be approved to establish a comparable overall site planning and design framework for the parcel.

4. Circulation

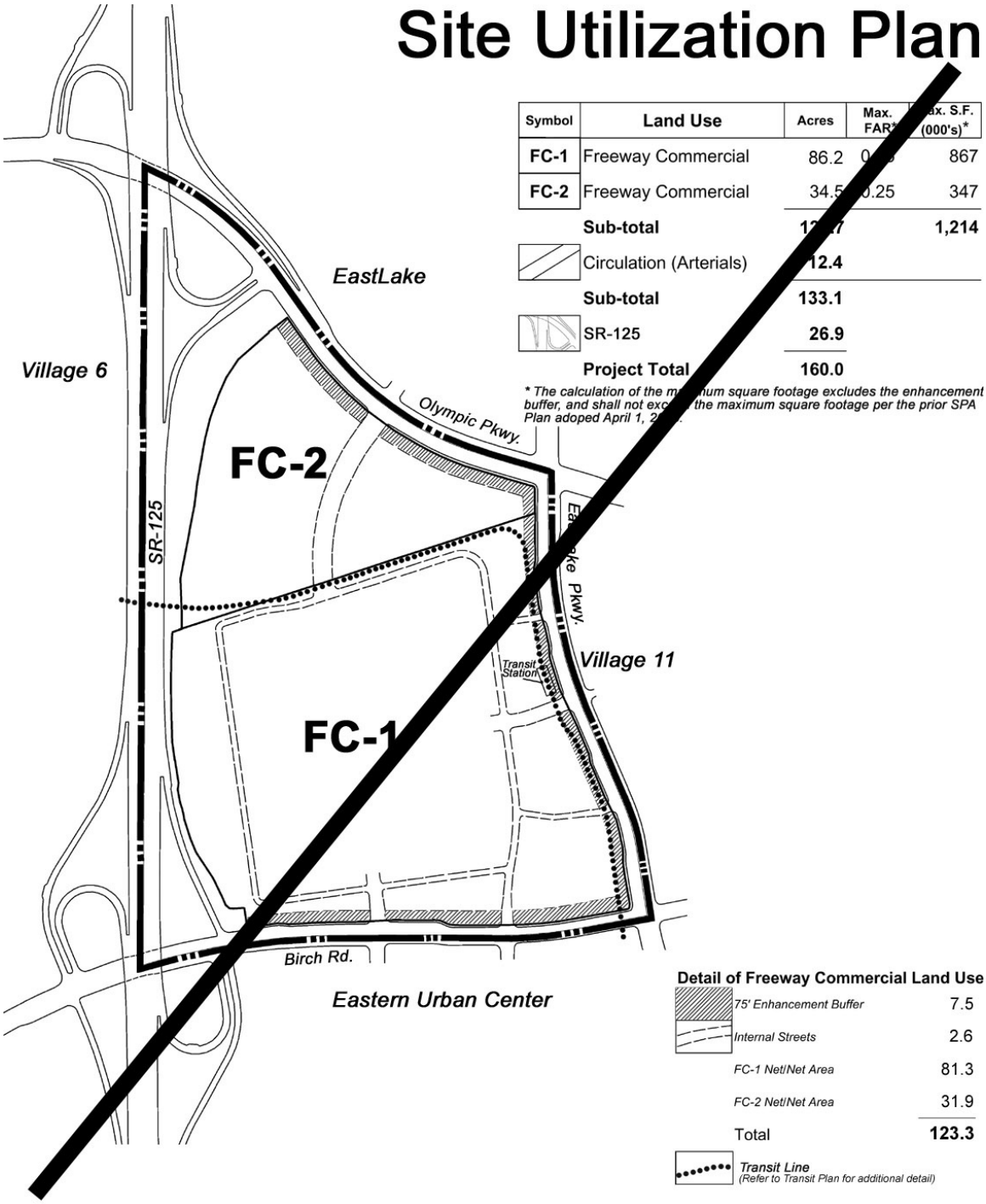
Regional access to the project area is currently provided by I-805 via Olympic Parkway, which is located immediately north of the project site. Future construction of SR-125, at the western boundary of the SPA, will provide additional north-south access for the traffic generated in the build-out of surrounding development.

The Otay Ranch GDP provides for the eventual expansion of the regional transit system into Otay Ranch transit villages and the EUC (including the Freeway Commercial area). The Freeway Commercial SPA is designated by the Otay Ranch GDP to eventually be served by extension of the regional transit system. As specified in the Otay Ranch GDP, the development area will reserve area for the transit line, a transit stop and park-and-ride facility.

The planned 628 transit route enters the Freeway Commercial SPA from Village Six, west of SR-125. The transit route enters the SPA by bridging over SR-125 and then continues at grade to the transit station near the Kestral Falls and EastLake Parkway intersection. From there, the route extends south crossing Birch Road and entering the EUC SPA, where, according to the Otay Ranch GDP, an additional transit station is to be located. The 635 route enter from the south transit way and continues northerly, ultimately entering the planned community of EastLake along EastLake Parkway.

The Freeway Commercial SPA Plan provides for the approximate location of the transit way alignment and transit station (see Exhibit 5, Transit Plan).

Site Utilization Plan



Symbol	Land Use	Acres	Max. FAR	Max. S.F. (000's)*
FC-1	Freeway Commercial	86.2	0.[illegible]	867
FC-2	Freeway Commercial	34.5	0.25	347
	Sub-total	**12[illegible].7**		**1,214**
	Circulation (Arterials)	**12.4**		
	Sub-total	**133.1**		
	SR-125	**26.9**		
	Project Total	**160.0**		

** The calculation of the maximum square footage excludes the enhancement buffer, and shall not exceed the maximum square footage per the prior SPA Plan adoped April 1, 2[illegible]*

Detail of Freeway Commercial Land Use

75' Enhancement Buffer	7.5
Internal Streets	2.6
FC-1 Net/Net Area	81.3
FC-2 Net/Net Area	31.9
Total	**123.3**

Transit Line
(Refer to Transit Plan for additional detail)

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Site Utilization Plan
Proposed

Symbol	Land Use	Acres	DU/Ac	Max. DU's
FC-1 FREEWAY COMMERCIAL				
FC-1	Freeway Commercial	86.2		0
FC-2 RESIDENTIAL/COMMERCIAL & MIXED USE				
H	Fwy. Comm. (Commercial Hotel)	7.6		0
RM	Fwy. Comm. (Multi-family Resid.)	16.3	17.9	292
R/MU	Fwy. Comm. (Multi-family Resid.)	10.4	29.6	308
	Sub-total	**129.1**		**600**
P	**Public Park**	**2.0**		
C/MU	Mixed-Use (Commercial/Resid)*	**1.9**		
	Sub-total	**133.0**		
	Freeway	**27.0**		
	Project Total	**160.0**		**600**

**Minimum 15,000 Sq. Ft. Ground Floor Commercial with Residential above. Units for C/MU included in R/MU*

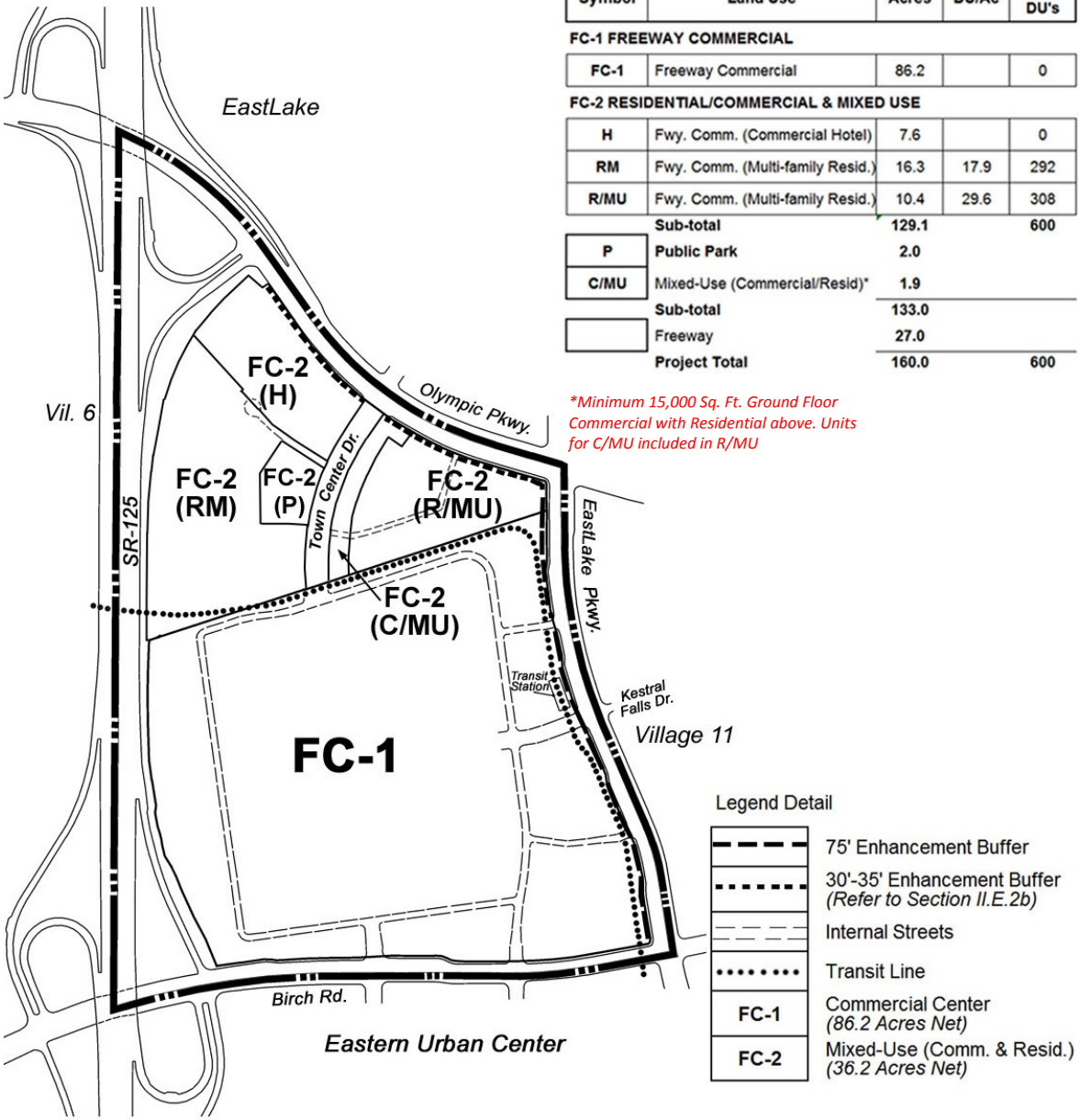

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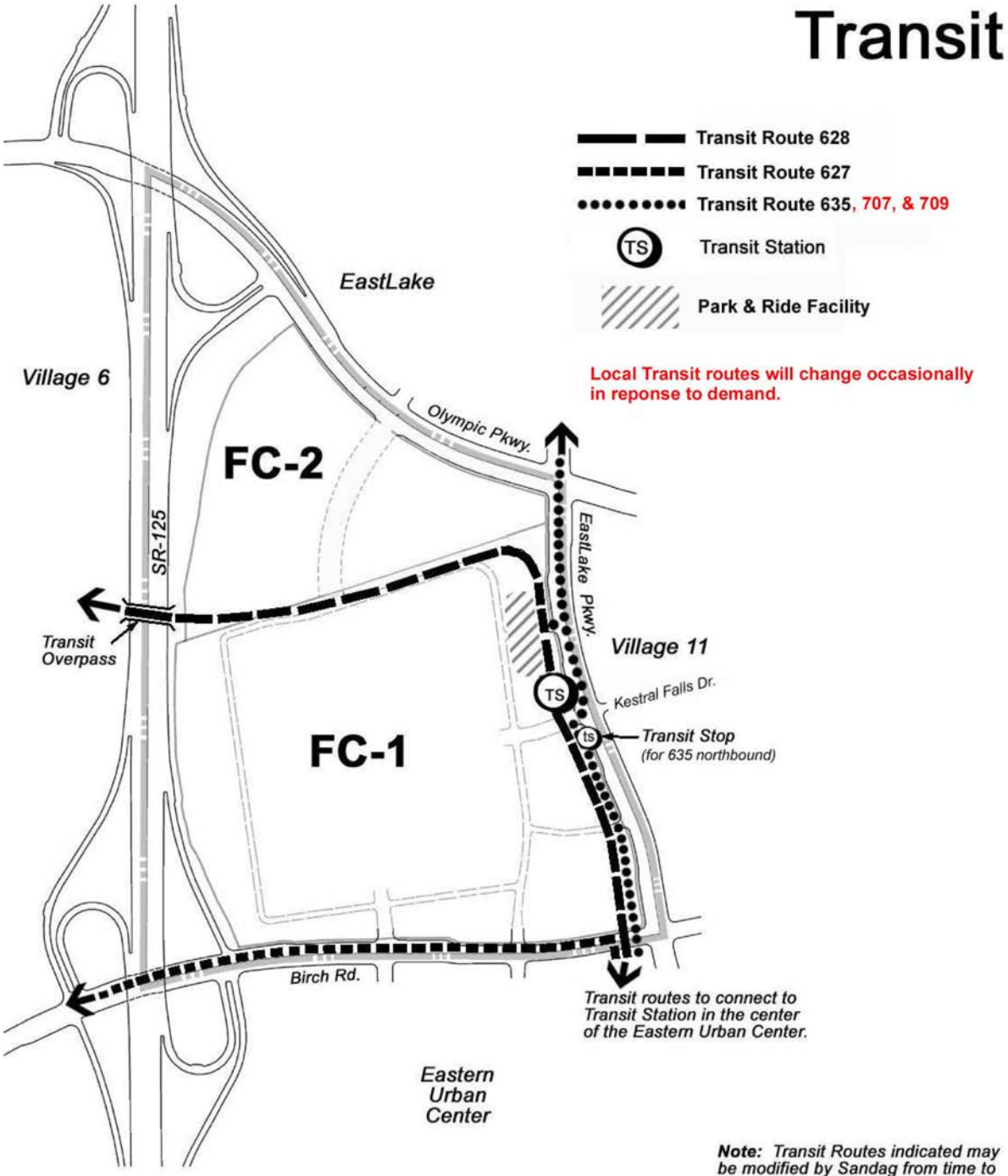
Exhibit 4


Transit
Transit Route 628
Transit Route 627
Transit Route 635, 707, & 709
TS
Transit Station
Park & Ride Facility
Local Transit routes will change occasionally in reponse to demand.
EastLake
Village 6
Olympic Pkwy.
FC-2
SR-125
EastLake Pkwy.
Village 11
Transit Overpass
TS
Kestral Falls Dr.
TS
Transit Stop
(for 635 northbound)
FC-1
Birch Rd.
Transit routes to connect to Transit Station in the center of the Eastern Urban Center.
Eastern Urban Center
Note: Transit Routes indicated may be modified by Sandag from time to time. Park & Ride facilities will be included in FC-1 as shared parking.
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9/14/15

Exhibit 5

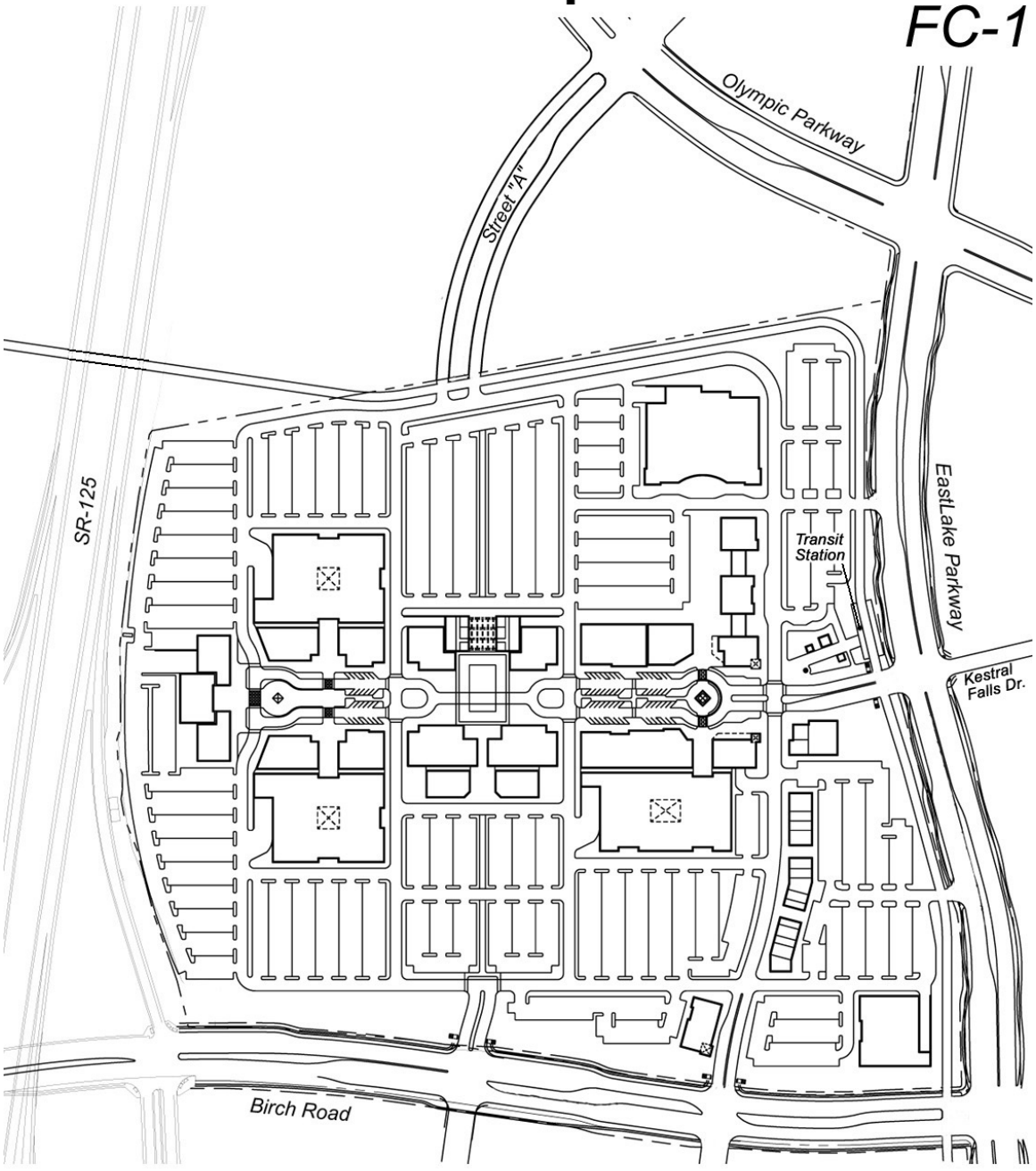
5. Conceptual Site Plan

The anticipated character of the developed Freeway Commercial site is illustrated in the Conceptual Site Plan (Exhibit 6). This is neither the proposed design for the project nor a standard to which proposed designs will be held. It is included to provide an example of the scale, intensity, layout and design that the implemented project may have.

The Conceptual Site Plan serves as an illustrated introduction and context for the specific design guidelines which follow in the next chapter.

Conceptual Site Plan

FC-1



Source: Field-Paoli Architects

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6/23/04

Exhibit 6A

Conceptual Site Plan
FC-2

Note: This site plan is an artist's conception of the overall development of FC-2. Other alternatives are permitted. The final site plan will be as shown on the approved Design Review documents.

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9/4/2015

Exhibit 6B

II. Design Guidelines

This chapter includes design guidelines for all aspects of development of the Otay Ranch Freeway Commercial Center. In addition to these guidelines, development standards for each land use area (*i.e.*, permitted land uses, lot coverage, height and bulk requirements, signs, *etc*.) are established in the Freeway Commercial SPA PC District Regulations. All of the development area in the SPA is within the Freeway Commercial (FC) land use district and subject to the provisions of the FC land use district.

The following design guidelines supplement those PC District Regulations. Notwithstanding the guidance provided in these guidelines, compliance with zoning and other regulations of the City of Chula Vista or other authorized agencies is required and takes precedence. Any aspect of design not addressed in this Design Plan shall be governed by the City's Design Manual and associated development standards adopted by the City of Chula Vista.

The Freeway Commercial Center is planned to be a special focus area for the Otay Ranch Community and surrounding areas served by the planned SR-125 freeway adjacent to the site. From a design/planning perspective, the Freeway Commercial Center is considered a "village" within the Otay Ranch Planned Community. The amenity and design program for this "village" should create a sense of identity in much the same way that the unique features and themes within the Otay Ranch residential villages have formed their identities.

A. Site Planning

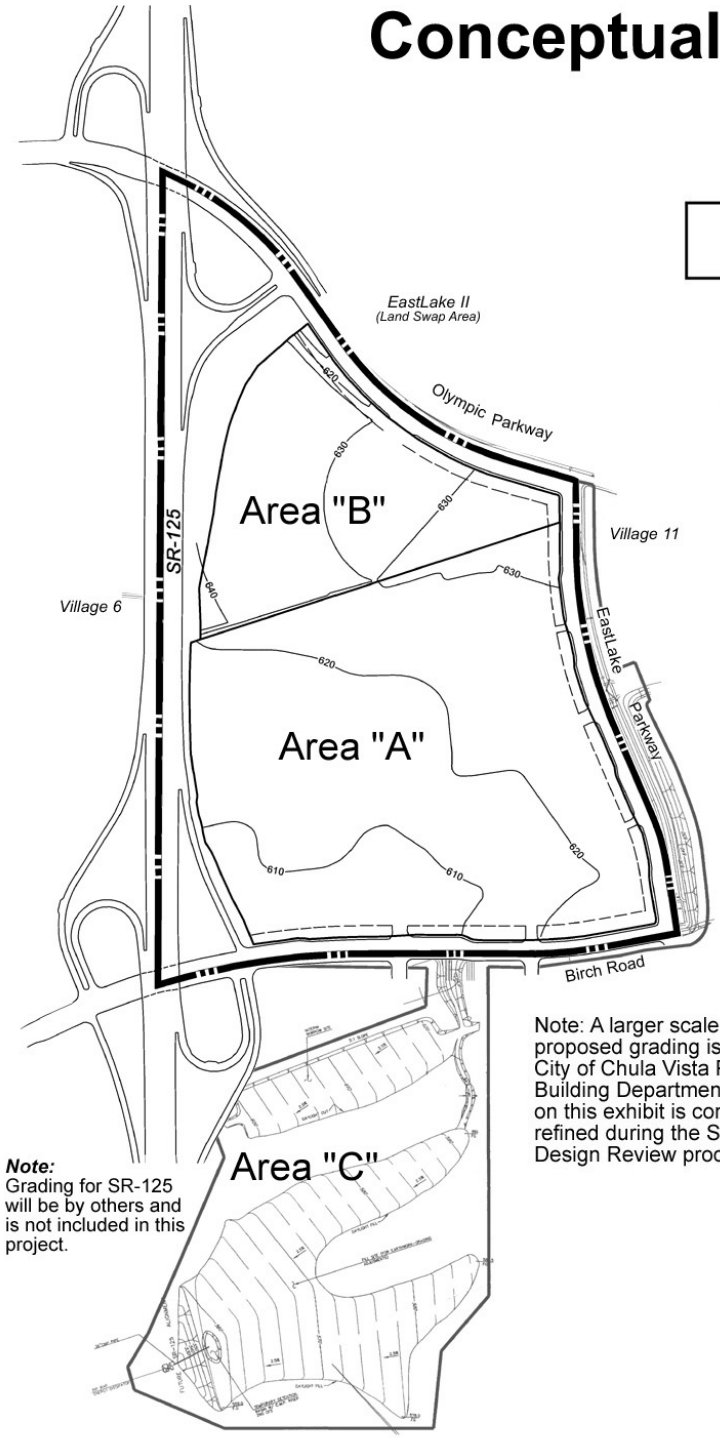
The Freeway Commercial Center will consist of a variety of buildings and open areas. The project is specifically designated to accommodate retailers which serve a regional market. Retail, residential, office, service, restaurant and entertainment uses will be integrated in a way that will provide a quality environment appropriate to each use. Because of the importance of unifying themes and designs over an extended development period, the Design Plan will be utilized to ensure overall consistency while allowing for necessary flexibility at the site plan level of detail.

The conceptual master plans herein provide illustrations of the overall land use diversity, site development character and conceptual building/parking/open space relationships within the commercial center. The purpose of these plans is not to establish specific development standards, but rather a context for the evaluation of detailed plans for individual phases from the perspective of the Freeway Commercial Center as a whole.

1. Landform

The Grading Concept (Exhibit 7) illustrates the proposed landform for development. The overall grading concept is to create one large continuous graded pad between FC-1 and FC-2, with no significant grade changes or need for permanent walls. The site will be gently sloping with slopes at the development edges, adjacent to the major roads and SR-125. Upon full buildout, landform is not expected to be a significant design issue internal to the commercial center.

Conceptual Grading Plan



Area	Quantities (000's cu. Yds.)	
	Cut	Fill
"A"	995	995
"B"	470	
"C"	86*	570*

* *Area "C" is an area available for balancing grading quantities as may be required.*

Note: A larger scale version of the proposed grading is on file with the City of Chula Vista Planning and Building Department. Grading shown on this exhibit is conceptual and will be refined during the Subdivision and Design Review processes.

Note:
Grading for SR-125 will be by others and is not included in this project.

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Source: P&D Consultants

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5/24/04

Exhibit 7

2. Building Siting

The project will include a variety of building sizes and types. In general, buildings should be visible from the perimeter arterial highways or along the SR-125 edge. Smaller structures with a greater opportunity to provide a pedestrian scaled environment should be located along the internal street edges in a manner consistent with pedestrian oriented design, but balanced with the tenant requirements in the overall concept of an automobile oriented center.

Some smaller scaled buildings should also be located in the vicinity of the planned transit station, although this will need to balanced with the parking requirements for the park-and-ride function and timing of transit implementation. Conceptual Building Massing and Parking Field relationships are illustrated in Exhibit 16.

3. Site Entries

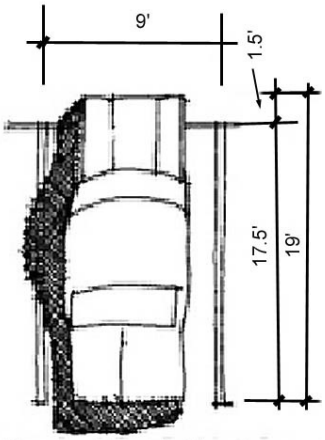
Primary ingress/egress to the Commercial Center will be via vehicle entries along Olympic Parkway, EastLake Parkway and Birch Road. These entries connect to the internal circulation system which will provide access to the various parking/shopping areas within the project. Design features for these access points/entries are depicted below. These concepts will be subject to detailed engineering evaluation with submittal of future site plans. Refer to Section II-F for additional detail on signing at entries.

4. Parking

- Textured and/or enhanced paving may be used to accent driveways and building entries or other significant areas.

- All parking should be clearly outlined by double stripes on the surface of the parking facility.

- Standard car size parking spaces (Exhibit 8) are a minimum of 9 feet by 19 feet (including a potential 1½ foot overhang at the front curb where adjacent to landscaping or a sidewalk). The planting strip and/or pedestrian walk width should be increased accordingly to compensate for the overhang.



Standard Car Parking Space

Exhibit 8

- Two-way private driveways are to have a minimum width of 24 feet for perpendicular parking.

- All parking facilities should be lighted in accordance with current City standards.

- The number of parking spaces required is determined by the Schedule of Off-street Parking Requirements in the Freeway Commercial SPA PC District Regulations.

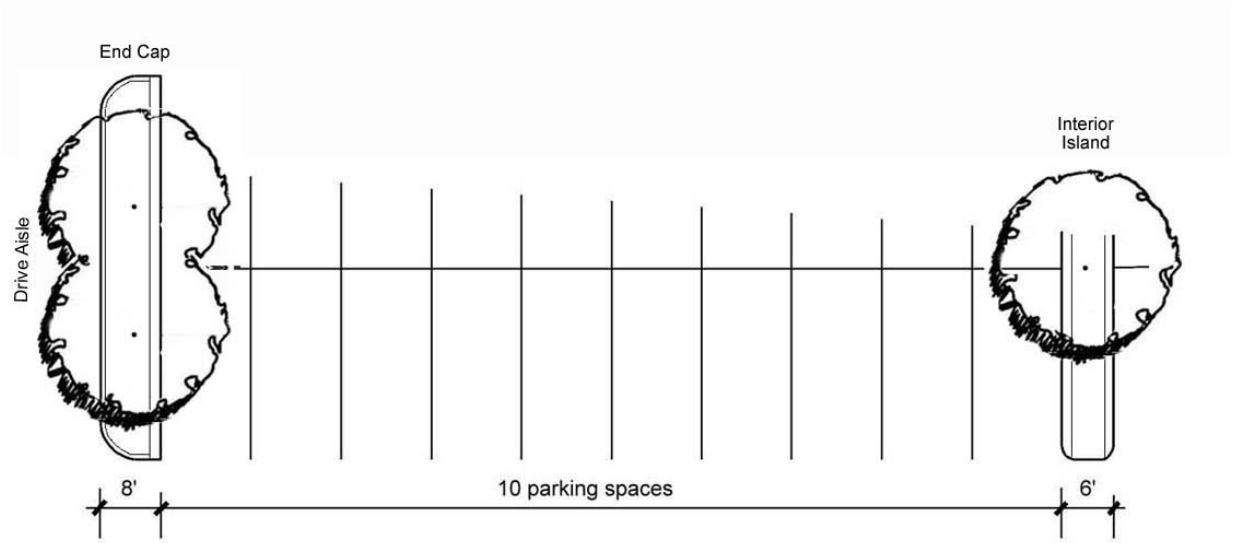
- Landscape islands should be provided at approximately every tenth stall; any alternative parking landscaping solution shall be approved by the Director of Planning and Building.

- Landscape islands between parking stalls shall be 6 feet wide and provide a 12 inch concrete step out strip on each side of the landscape node.

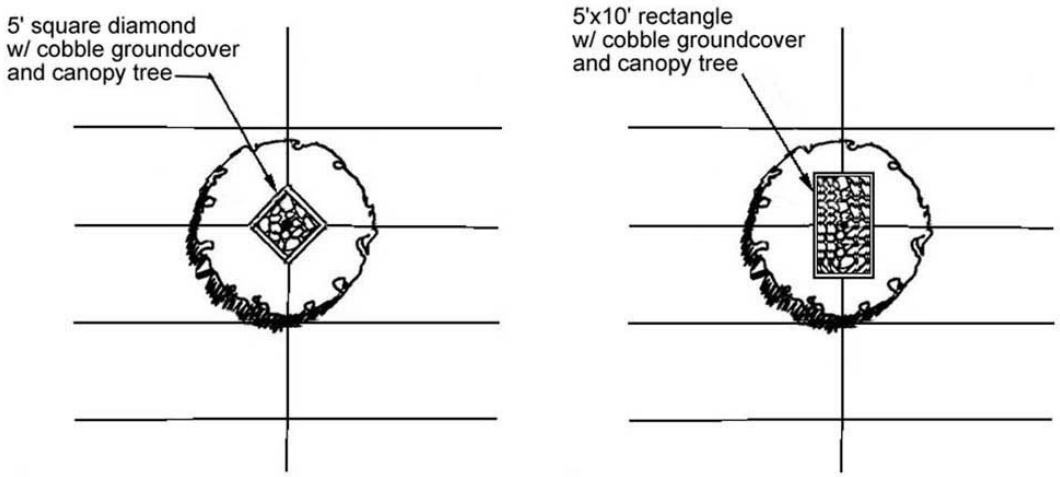
- Landscape nodes at the end of parking bays shall be 8 feet wide with a 12 inch step out strip abutting the parking stall.

- Alternative tree planters (as shown in Exhibit 9) may be provided every fifth stall in lieu of the 6 foot landscape island.

- The building edge/parking interface should provide a well identified building entrance with enhanced landscaping/hardscape and safe, comfortable walking routes to reach the building entry.



Standard Landscape Nodes in Parking Areas



Alternative Planter Configurations

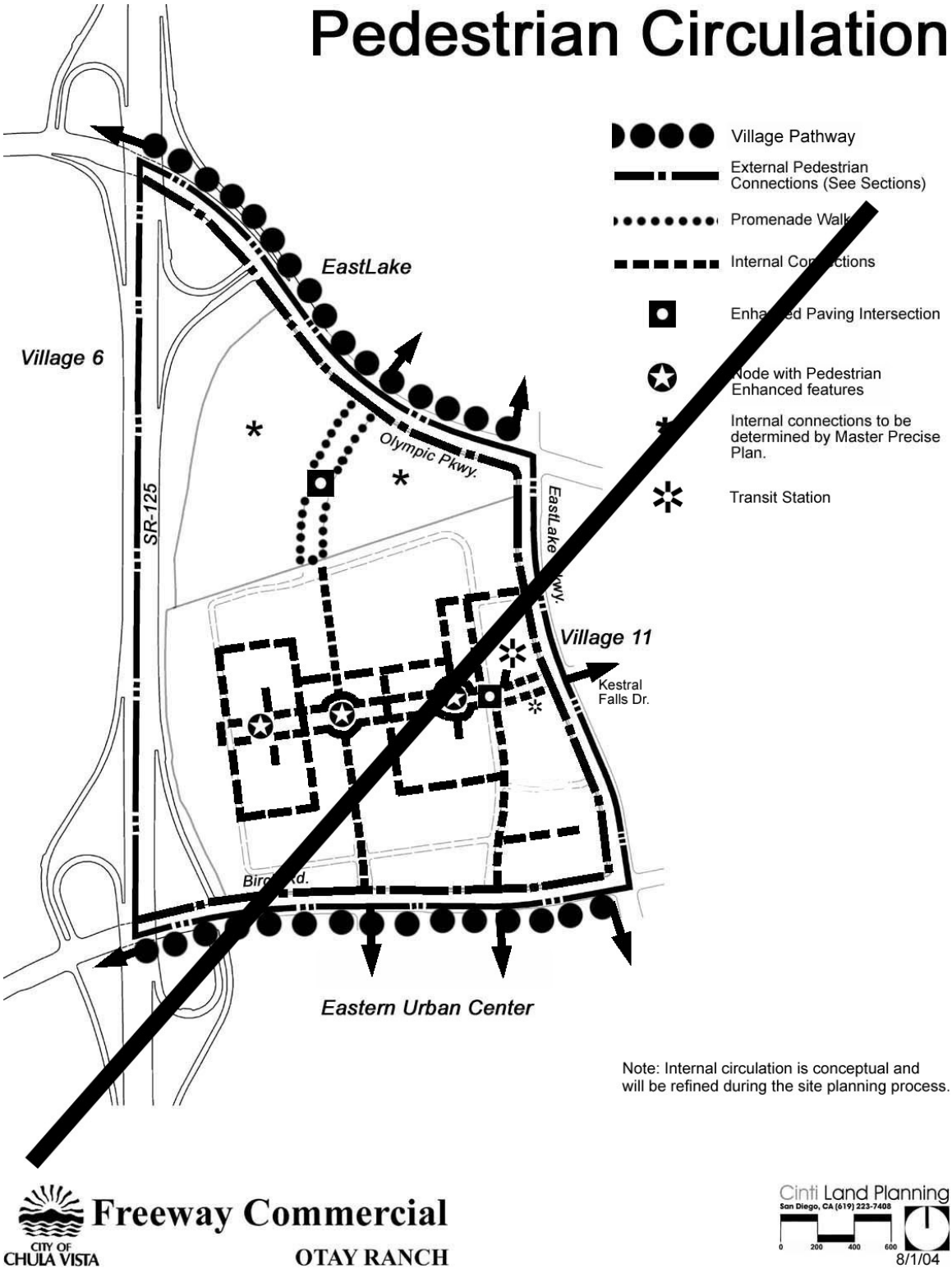
Exhibit 9

5. Bikes, Pedestrian Access, & Linkages

The regional commercial uses which will dominate this ~~commercial~~ section of the project do not tend to attract significant numbers of customers who arrive via walking or bicycling. Hence facilities to serve these modes of transportation are not expected to be significant design issues. Internal pedestrian circulation is a more significant issue. Internally, strong, pedestrian-friendly routes should be provided to encourage walking within the commercial and residential areas. Pedestrian friendly areas include appropriately scaled buildings; interesting pedestrian level patterns, textures and building details; and inviting landscaping and site furnishings along a well defined walking route. The planned pedestrian circulation system, based on the current conceptual site plan, is illustrated in Exhibit 10 on the following page. The final location of these routes will be a function of detailed design at the Design Review site plan level.

The internal intersection in FC-2 is designated an "Enhanced Paving Intersection" and will have enhancement features as determined during Design Review. ~~Features intended to identify the~~ Major pedestrian routes are identified as "Nodes with Pedestrian Features" on Exhibit 10 and are intended to have the highest level of pedestrian features, such as: benches, eating plazas, trellises, low walls or bollards, and enhanced hardscape. Examples are indicated as Exhibits 11 and 12. At the entry to the FC-1 main shopping core is the transit station, which has been designated a Pedestrian Enhanced Intersection. An illustration, showing access from the station to the shopping core is provided as Exhibit 14.

Several conceptual illustrations in the Design Plan include call outs for specific trees or features (such as fountains or Palm trees). This is only to illustrate one of many possible design concepts and not intended to be a specific proposal, or the only concept possible or desirable. The proposed specific design for these areas is not established at the SPA planning stage, but at the Design Review submittal stage. These illustrations should not be used to imply otherwise.


Pedestrian Circulation
Village Pathway
External Pedestrian Connections (See Sections)
Promenade Walk
Internal Connections
Enhanced Paving Intersection
Node with Pedestrian Enhanced features
Internal connections to be determined by Master Precise Plan.
Transit Station
EastLake
Village 6
SR-125
Olympic Pkwy.
EastLake Pkwy.
Village 11
Kestral Falls Dr.
Eastern Urban Center
Note: Internal circulation is conceptual and will be refined during the site planning process.
Freeway Commercial
OTAY RANCH
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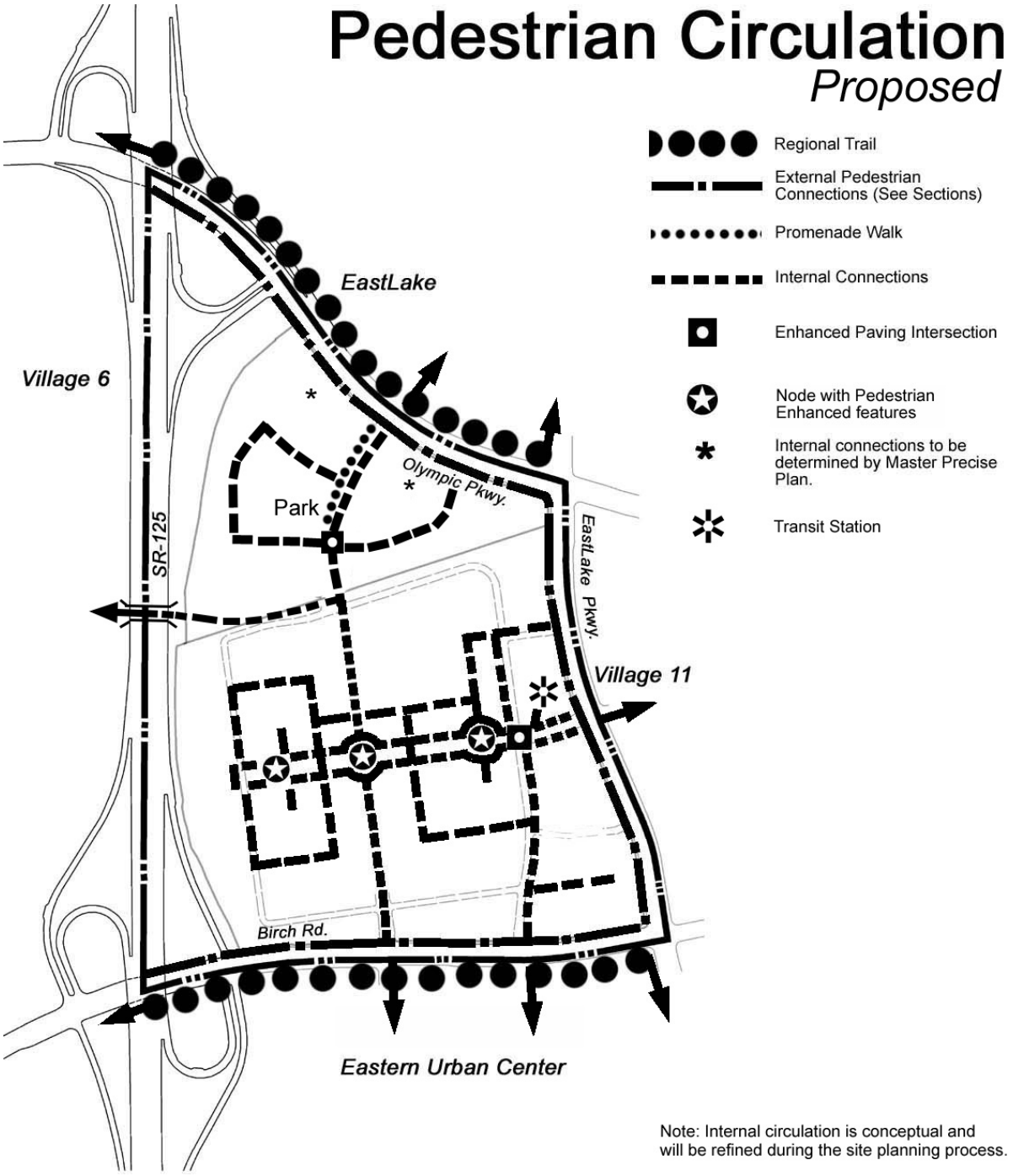
0 200 400 600
8/1/04

Exhibit 10

Pedestrian Circulation
Proposed



Note: Internal circulation is conceptual and will be refined during the site planning process.

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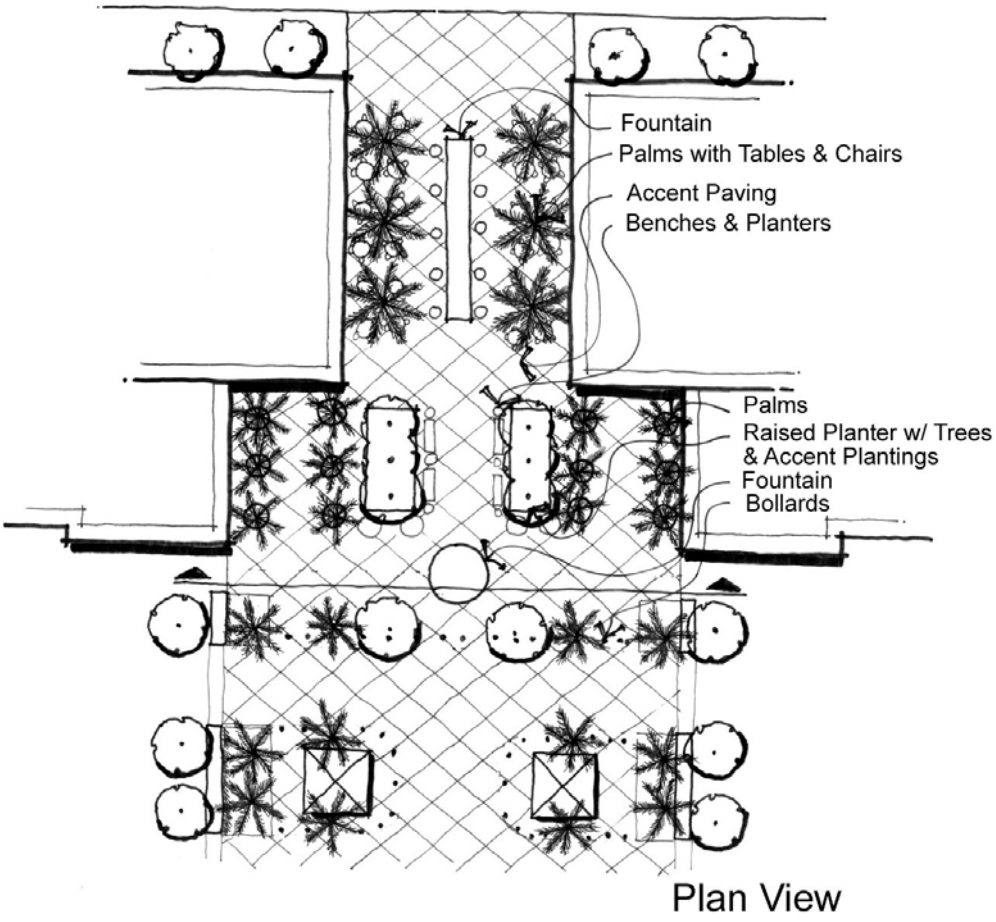
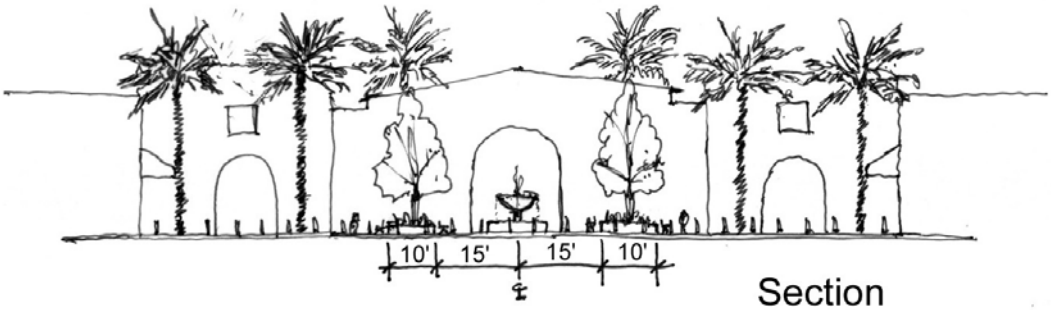
Exhibit 10

Main Plaza Concept

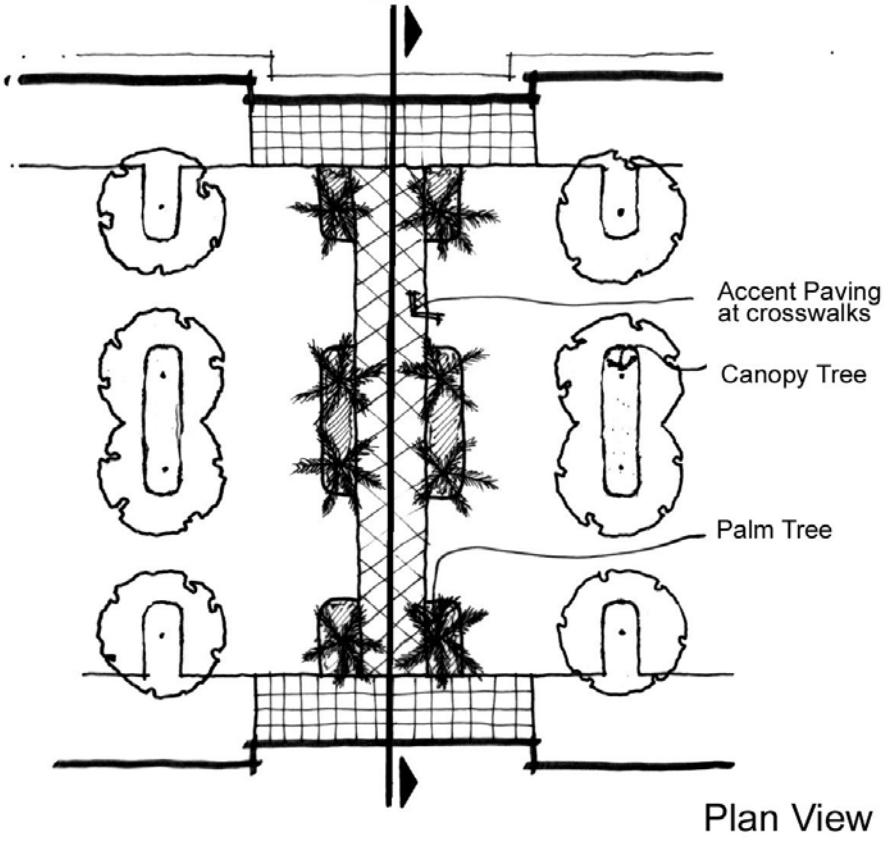


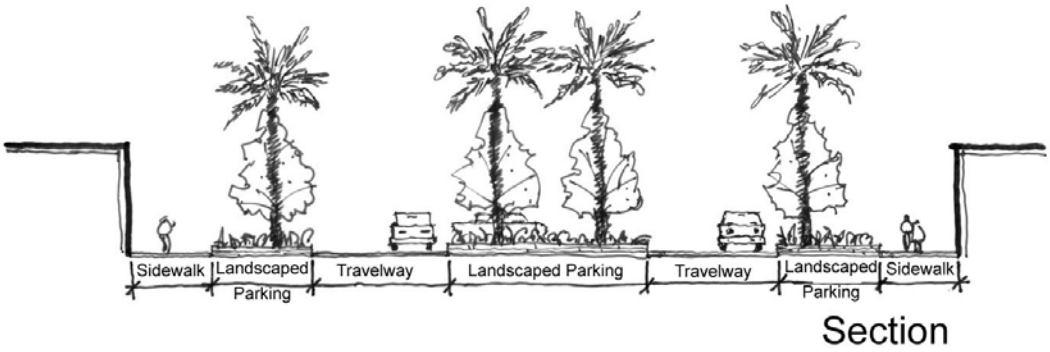


Note: *Dimensions and Tree types indicated are conceptual illustrations which may be modified with the final design.*

Exhibit 11

Pedestrian Crossing in Core Area





Note: *Dimensions and Tree types indicated are conceptual illustrations which may be modified with the final design.*

Exhibit 12

6. Transit Facilities

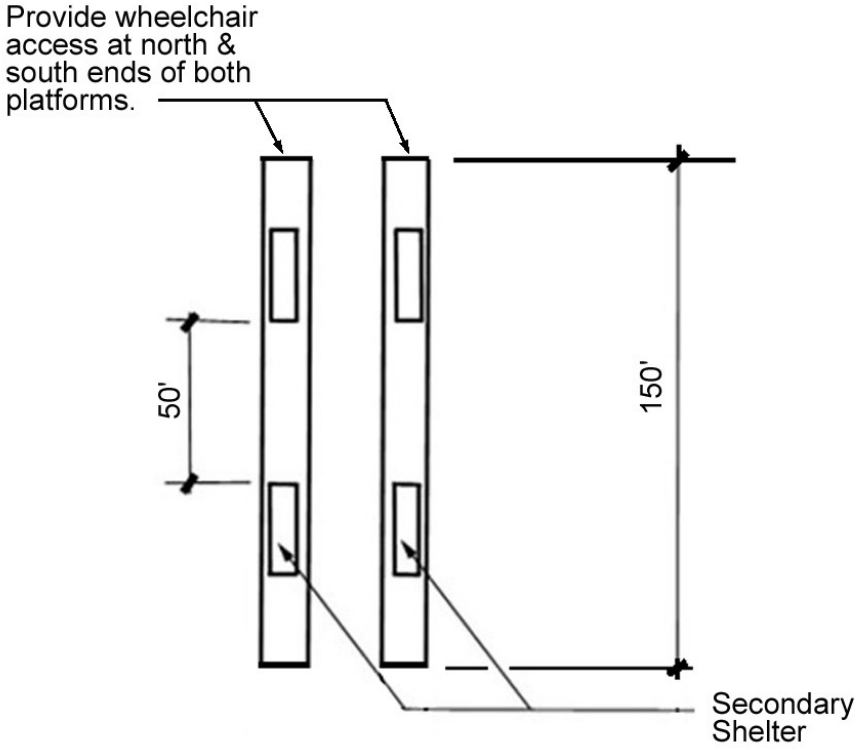
The Freeway Commercial SPA is designated by the Otay Ranch GDP to eventually be served by extension of the SANDAG regional transit system. As specified in the Otay Ranch GDP, the development area will reserve area for the transit line, a transit stop and a park-and-ride facility. When constructed, the transit center does provide an opportunity for siting smaller structures providing services and amenities such as a coffee shop, newsstand, dry cleaners, *etc.* which cater to commuters.

The planned transit route enters the SPA from Village Six, west of SR-125. The transit route enters by bridging over SR-125 and then continues at grade to the transit station. From there, the route extends south crossing Birch Road and entering the EUC. The overall on-site transit system was previously shown in Exhibit 5.

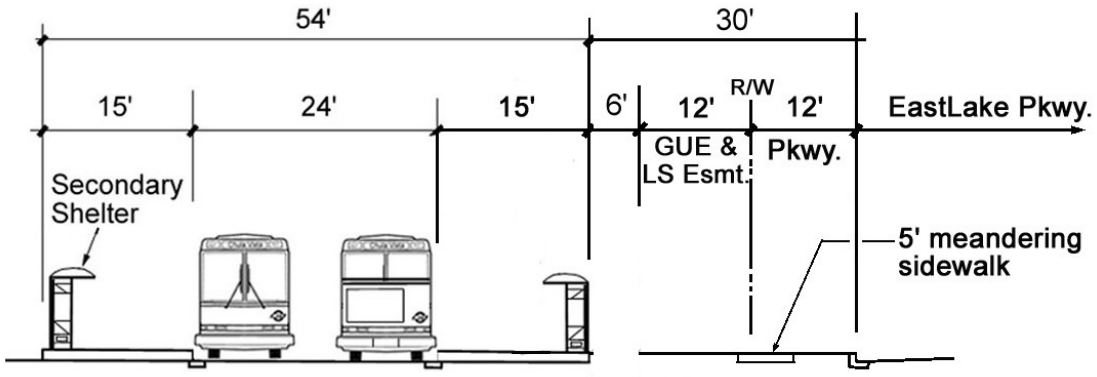
Patrons of the regional commercial uses in the Freeway Commercial Center are not expected to be significant transit users. Users are more likely to be employees within the center or residents using transit to commute to jobs elsewhere. Thus the primary design issue relative to transit in the planned transit station/park-and-ride facility is providing an appropriate, pedestrian scaled edge adjacent to the planned location and pedestrian connections to likely transit user destinations while also providing adequate exposure, vehicle access and parking for the large scale commercial users sharing the site with the transit station.

Exhibit 13 depicts a transit station concept which could be implemented at the proposed location. Similar to the pedestrian circulation design issue in general, the placement and design of these features will be a function of detailed design at the site plan level. The Conceptual Site Plan (Exhibit 6A & 6B) illustrates one site plan configuration integrating the transit facilities within the commercial center.

Transit Station



Plan View at Transit Station



Section through Transit Station

Exhibit 13

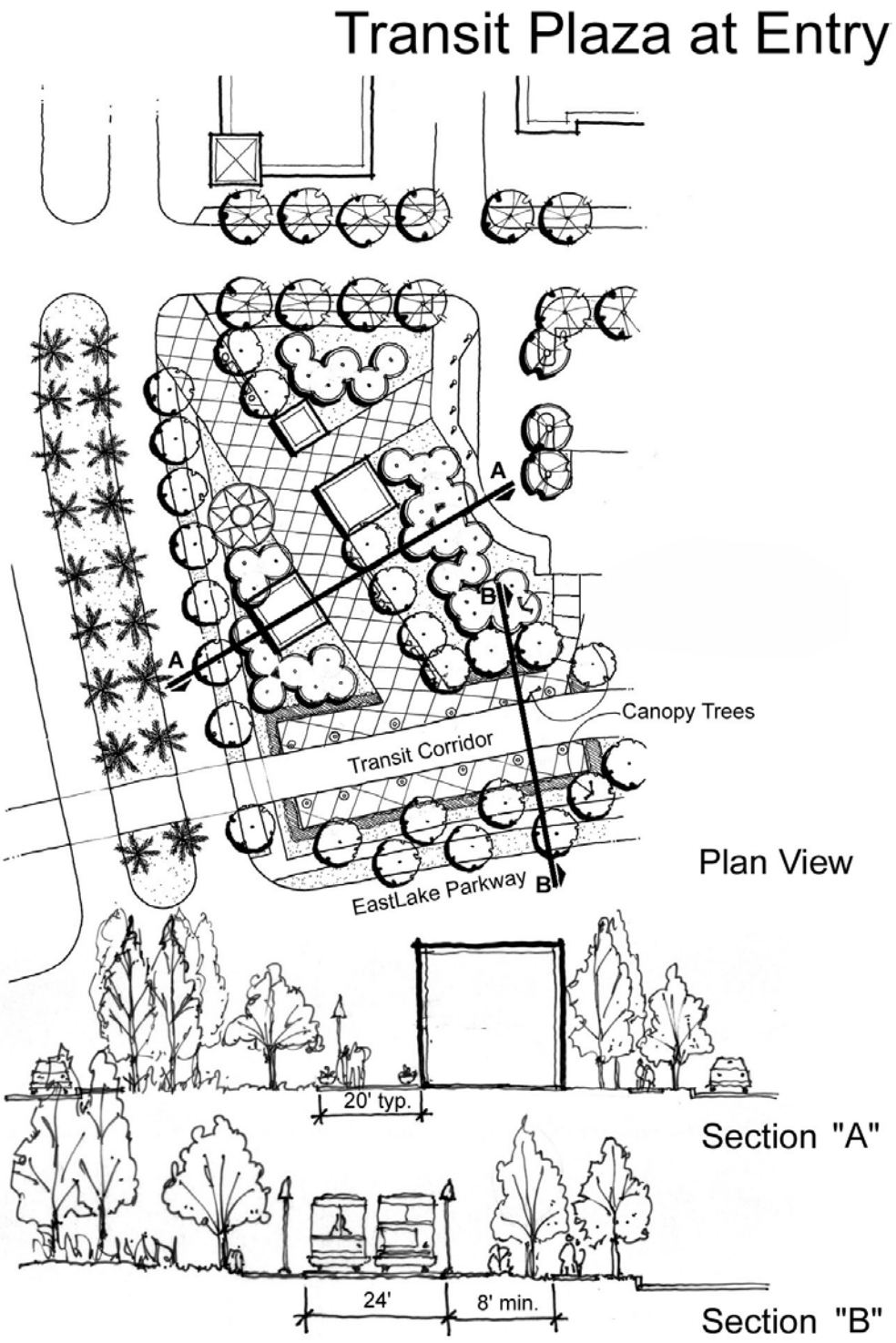
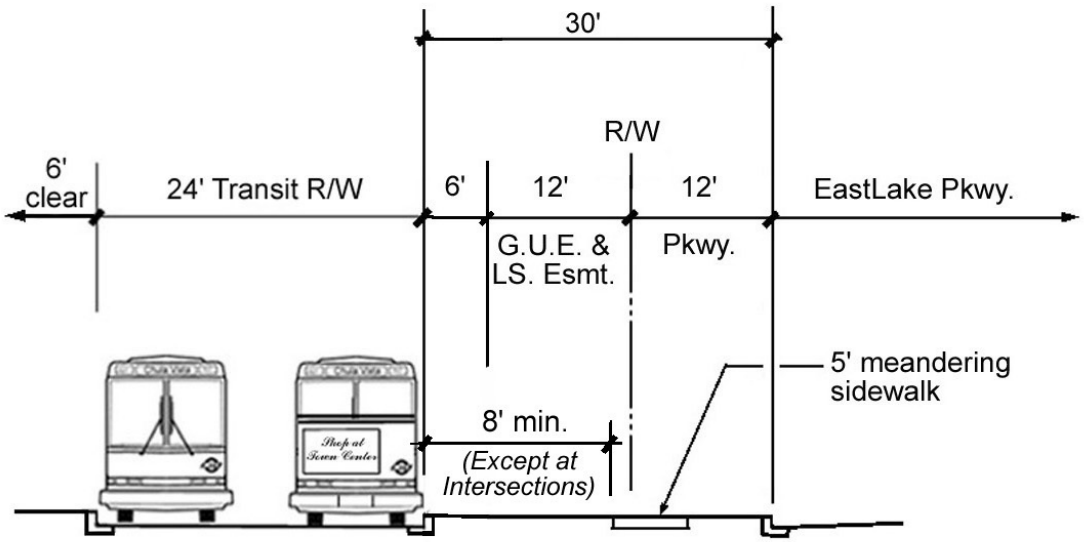

Transit Plaza at Entry
A
A
B
B
Canopy Trees
Transit Corridor
EastLake Parkway
Plan View
20' typ.
Section "A"
24'
8' min.
Section "B"

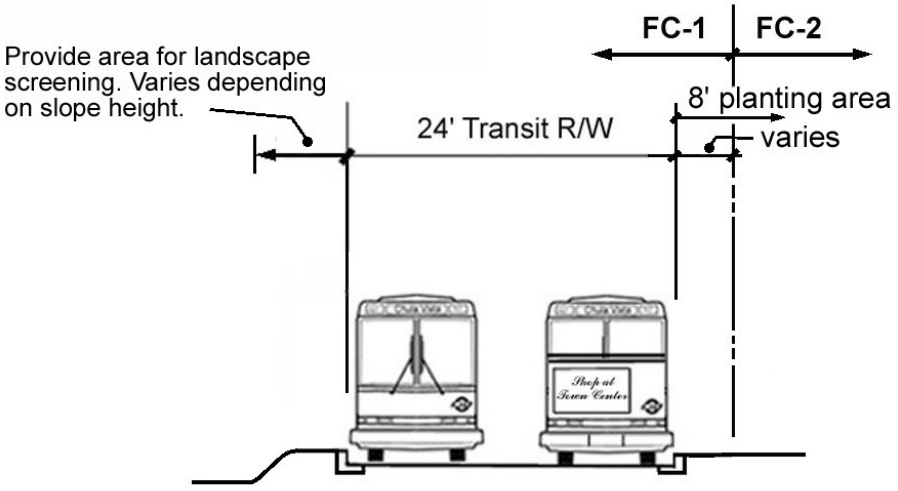
Exhibit 14

Transit Sections



Along EastLake Parkway

Note: *The dimensions indicated are typical. The City Engineer may permit variations as deemed appropriate for the specific site conditions.*



Between FC-1 & FC-2

(Condition will vary according to relationship of transit lanes to property line established at TM)

Exhibit 15

7. Service, Storage & Utilities

- All outdoor storage and sales yards must be completely enclosed, screened from public view by landscaping, wall, or fence, not less than six feet in height, constructed of material complementary to the building materials. Outdoor storage includes material involved in fabrication, as well as, the parking of all company owned or operated motor vehicles with the exception of regular passenger vehicles.

- Storage between the public street and the building may be permitted subject to Design Review, but should be adequately screened from public view.

- No loading should be allowed which directly faces Olympic Parkway, EastLake Parkway, Birch Road, and or primary internal streets unless it is adequately screened.

- All outdoor refuse collection and recycling areas must be completely enclosed and screened from view by a wall or fence constructed of materials which are complementary to the building materials. All such areas shall have concrete floors and loading pads, and shall be of sufficient size to contain all business generated refuse. Trellis covers may be considered in visually sensitive locations.

- Sight distance shall not be obscured by trash enclosures.

- Shopping cart storage will be an important consideration in the Design Review process. It is a design objective that shopping cart storage does not interfere with vehicular or pedestrian circulation nor create a visual intrusion to the well designed commercial setting. A well thought out plan that balances the functional considerations of shopping cart use with visual aspects of their storage is essential. Recommended locations are within the main structures and/or within small, conveniently located enclosures designed to efficiently serve the use.

B. Architecture

1. Architectural Character

The intended architectural character of the commercial and residential ~~center~~ should be consistent with the architectural and design themes established in the community structure completed per the Otay Ranch Overall Design Plan (major streetscapes, *etc.*) and previously adopted and implemented "village" development increments. Based on this design framework, the building architectural theme for the Freeway Commercial Center will be based on early California Heritage architecture styles, including; Mediterranean, California Ranch, Monterey, and Southwest U.S. vernacular idioms. Adapting these architectural styles to the building requirements of large format commercial users and residential buildings will require imagination and creativity as these architectural styles were developed for other, typically smaller, structures and homes. The FC-2 planning area will complement the existing FC-1 planning area, but the specific architectural character will be developed during the preparation and approval process for the Master Precise Plan.

The following components will contribute to the intended architectural character of the project:

- Building Scale and Proportions These styles are characterized by low pitched sloping roofs, plain wall surfaces, simple tapered or straight columns, parapet walls, use of arches, and courtyards. Building sizes consistent with commercial retail uses shall incorporate these elements in order to reduce the scale and proportions of building elements. Building scale should be compatible with the surroundings. This applies not only to the relationship between structures, but also to the relationship between structures and open spaces and pedestrian areas such as plazas, courtyards and sidewalks (see Exhibits 17-20).

  Varying the height of a building so that it appears to be divided into distinct massing elements, and/or articulating the building facade by horizontal and vertical offsets in wall planes can reduce building bulk and is strongly encouraged. Building articulation and architectural detailing are particularly important in creating an inviting and human scale at the ground level of structures (see Exhibits 17-20).

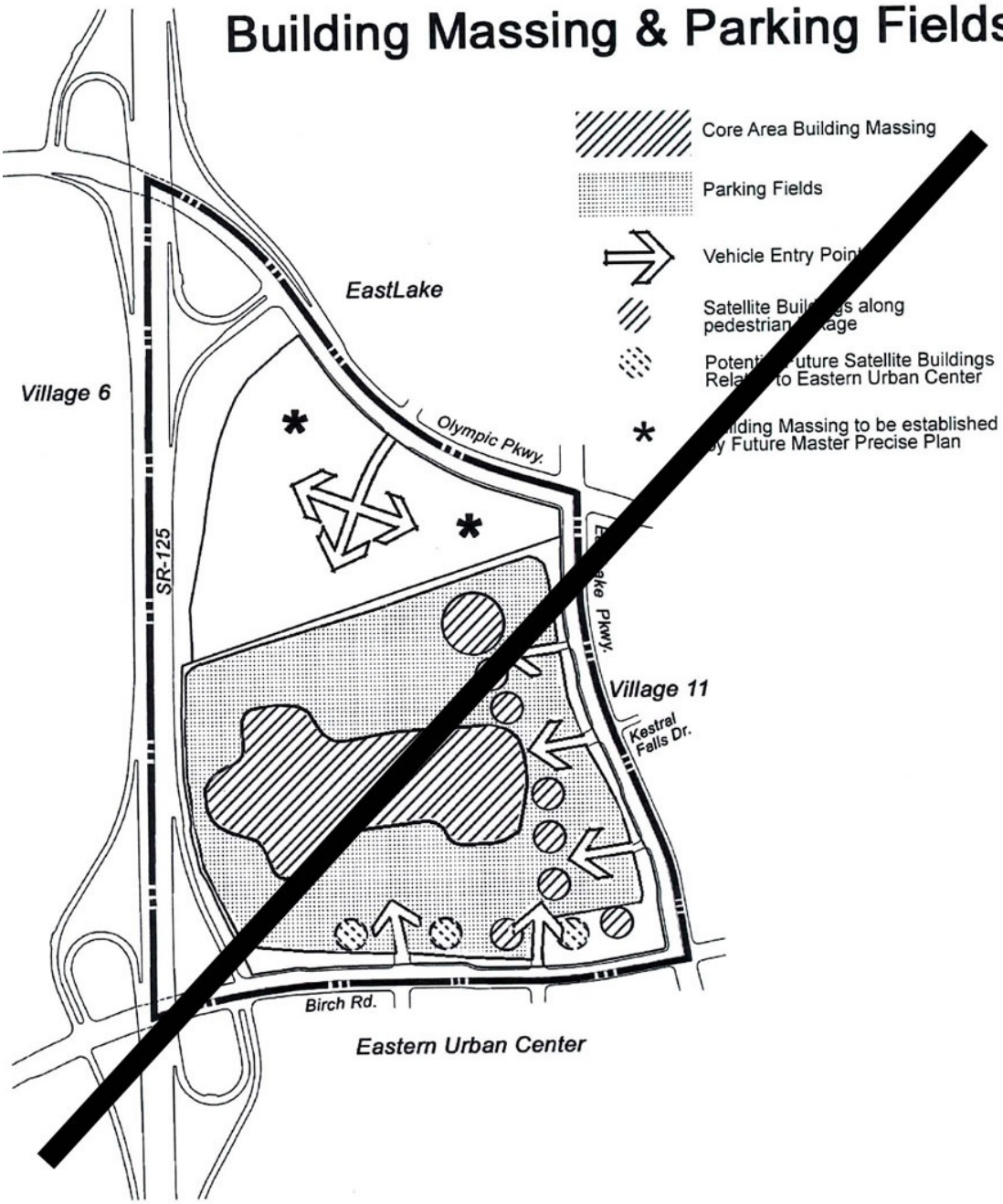
- Building Materials and Colors These styles are characterized by red barrel tile roofs, smooth or lightly textured hand troweled plaster finishes with eased corners, white or warm color earth tones, wrought iron accents, larger size wood trellises, rafter tails, overhangs and accents, ceramic tile accents, simple shaped plaster covered moldings and parapet terminations. Building scale can also be addressed through the proper use of window patterns, roof overhangs, awnings and other architectural ornamentation.

- Building Lighting Buildings shall utilize more ornate, wall mounted accent lighting with angular, tapered shapes in dark or verde finishes, characteristic of these styles.

- Building Hardscape/Landscape Interface Transitions between building entrance areas hardscape and landscape shall be characterized by use of in ground or slightly raised planters and freestanding circular shaped natural concrete or clay pots.
- Front Elevations/Pedestrian Orientation Building elevations are an important design consideration, since they are the most visible to both drivers and pedestrians. A variety of methods shall be used to provide interest, including, but not limited to: articulation of wall planes; variation in heights; fenestration and glass; architectural moldings; color or material changes; graphic signing; and other similar techniques. The scale and design of these architectural features at the pedestrian level should not overwhelm the pedestrian, but create an environment that welcomes pedestrian use.

2. Mass & Form

Building massing on the site is shown conceptually on Exhibit ~~16~~ 18. It shows the major building are to be set back, while smaller shops and buildings will front the internal streets. Another important consideration is the form of individual buildings. The exhibits and photographs on Exhibits 17-20 depict examples of how a variety of forms can be combined to provide variation to avoid the mundane ~~"big box" look for~~ large buildings and is adaptable for use in smaller buildings.



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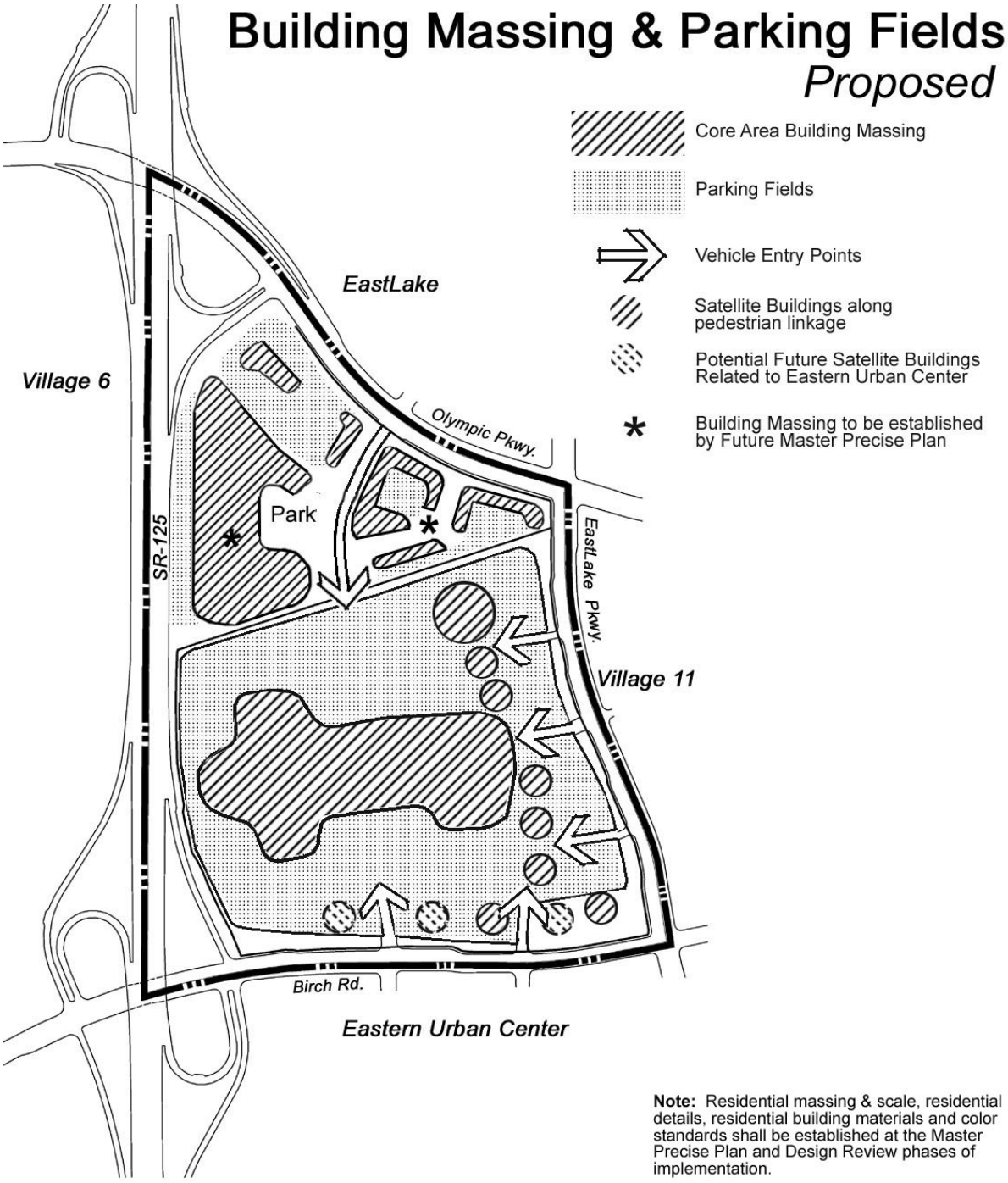
0 200 400 600
7/16/04

Exhibit 16



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Freeway Commercial

OTAY RANCH

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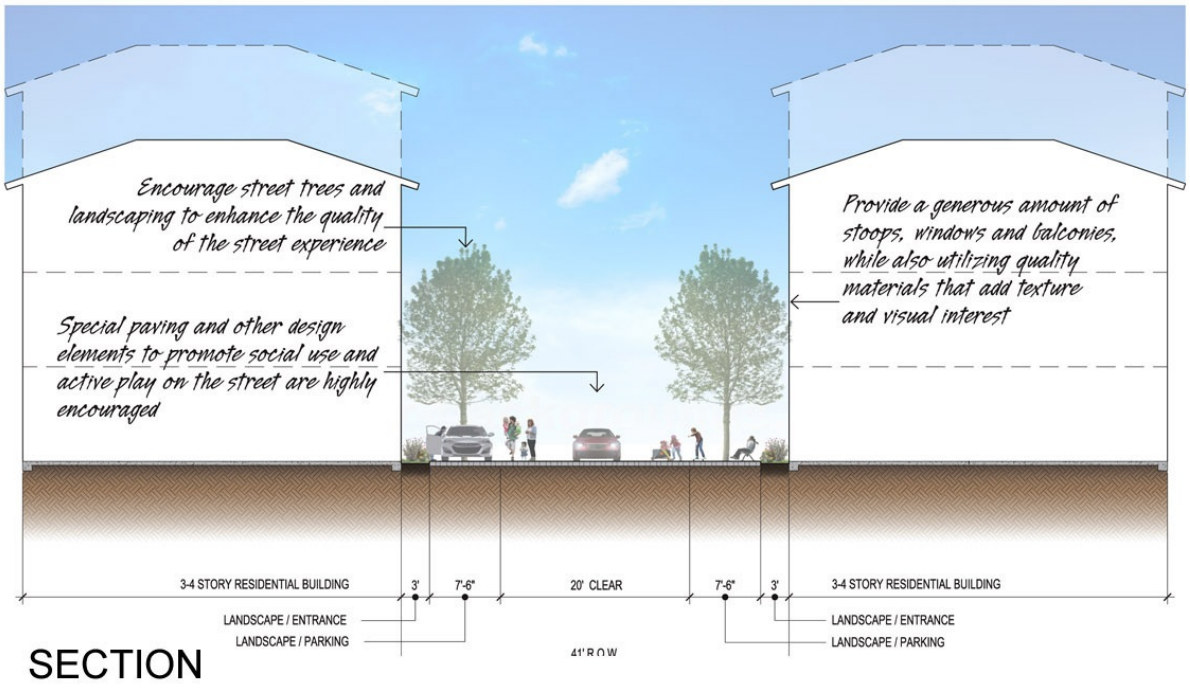
0 200 400 600
8/10/15

Exhibit 16

Shared Street Concept for FC-2

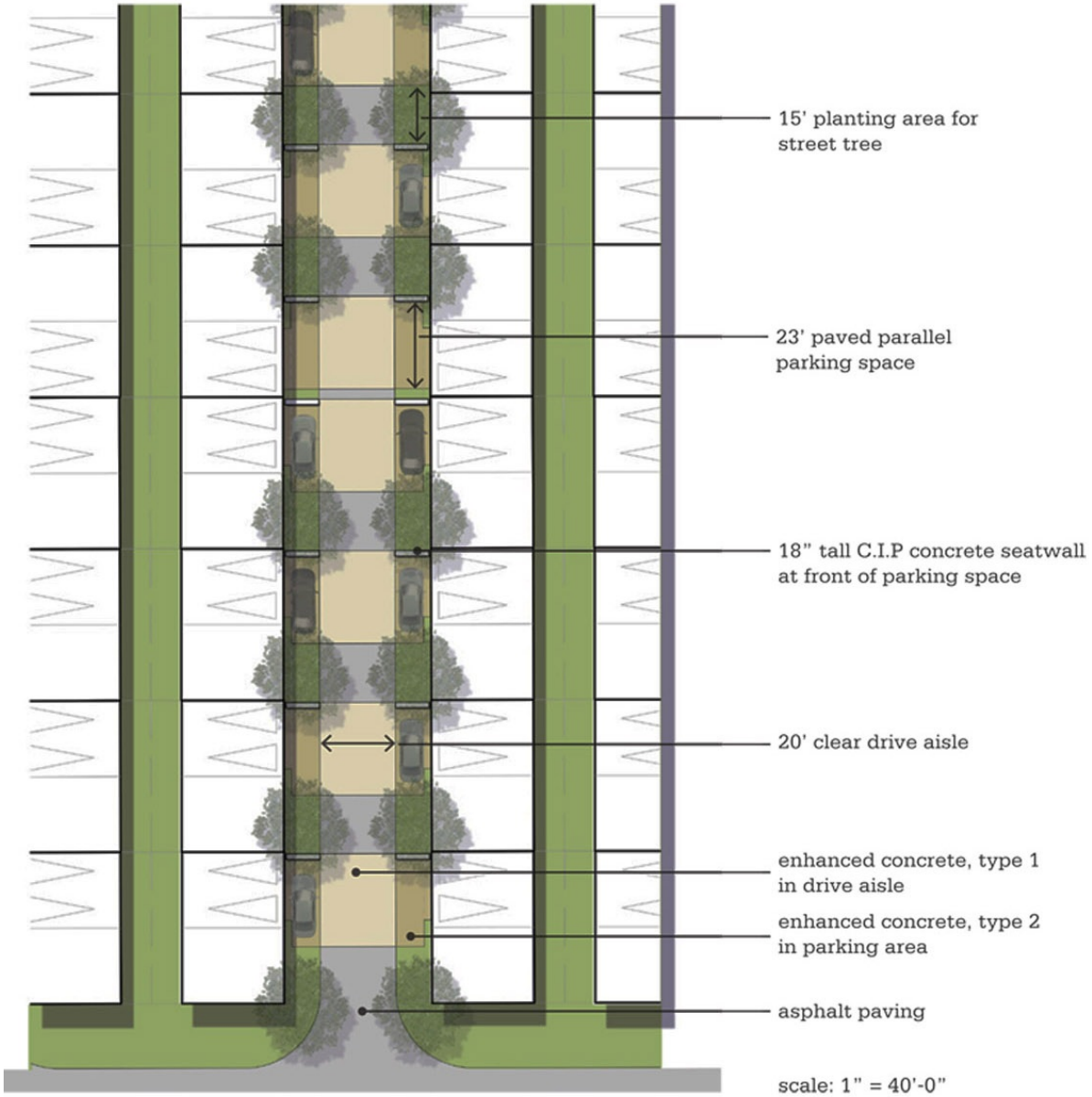


SECTION

ILLUSTRATIVE SKETCH

Exhibit 16b

Shared Street Plan for FC-2



Plan View

Exhibit 16c

PEDESTRIAN FRIENDLY ENVIRONMENTS

Shade adds a fine grained texture that relates to the human scale.

Shaded walks create more intimate pedestrian experiences and provides shelter from the hot climate.

Outdoor dining along streets or in courtyards enliven the pedestrian experience.

Pedestrian courts add variety to the spatial experience that adds diversity to the Center.

Exhibit 17

BUILDING MASSING AND SCALE

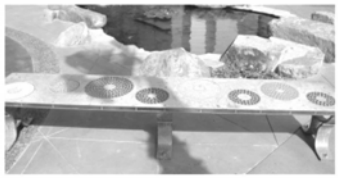
Varied heights and forms give visual interest.

Awning and signs give scale to large scaled buildings.

Variations of building types add vitality through variety.

Exhibit 18

BUILDING DETAILS



Details such as interesting storefronts and windows, light fixtures, benches, pots, and signage all add to creating an enlivened environment.

Pedestrian Courts and Plazas are additional opportunities to incorporate details that enrich the character of the Center.

Entries to larger buildings can relate to the human scale through an appropriate use of building details.

Exhibit 19

BUILDING MATERIALS AND COLORS

A varied palette of materials and color give interest to the pedestrian experience.

The diversity of tenant storefronts helps break up the building mass into smaller scale units.

Building accents are opportunities for using variety in materials and color.

Exhibit 20

3. Equipment Screening

- All roof-mounted equipment must be hidden from street level view with parapet walls or screening. Screens should be attractive in appearance and reflect or complement the architecture and color of the building. Mechanical equipment should not extend above the enclosing wall or screen unless it is not visible from a public street.

- All exterior mechanical equipment which is visible from the upper floors of adjacent buildings should be kept to a minimum, must be installed in an orderly, compact manner, and must be painted a color to blend with the adjacent background.

- Exterior ground mounted equipment, including backflow prevention devices, must be mounted in a location where it is screened from public view.

4. Utilities, Antennae & Flagpoles

- Where feasible, exterior on-site utilities (gas, water and sewer lines; drainage systems; electrical, telephone and communications wires and equipment, *etc.*) not placed underground should be properly screened or incorporated into the overall building design. Backflow preventers and similar devices may be excepted, as it may not be practical or desirable to screen them due functional requirements.

- On-site underground utilities should be located so as to minimize disruption during maintenance and repair.

- No antenna or other transmission or reception device which can be viewed from ground level is permitted without specific approval.

- Temporary overhead power and telephone lines are permitted during construction.

- The maximum flagpoles that may be permitted per Design Review area are shown on Exhibit 21. All flagpoles are subject to a 50 foot maximum height limitation. The United States and State of California flags are exempt from permitting. Any flag containing a commercial message (*e.g.*, corporate logo) is considered a freestanding sign and should be included in the overall planned sign program.

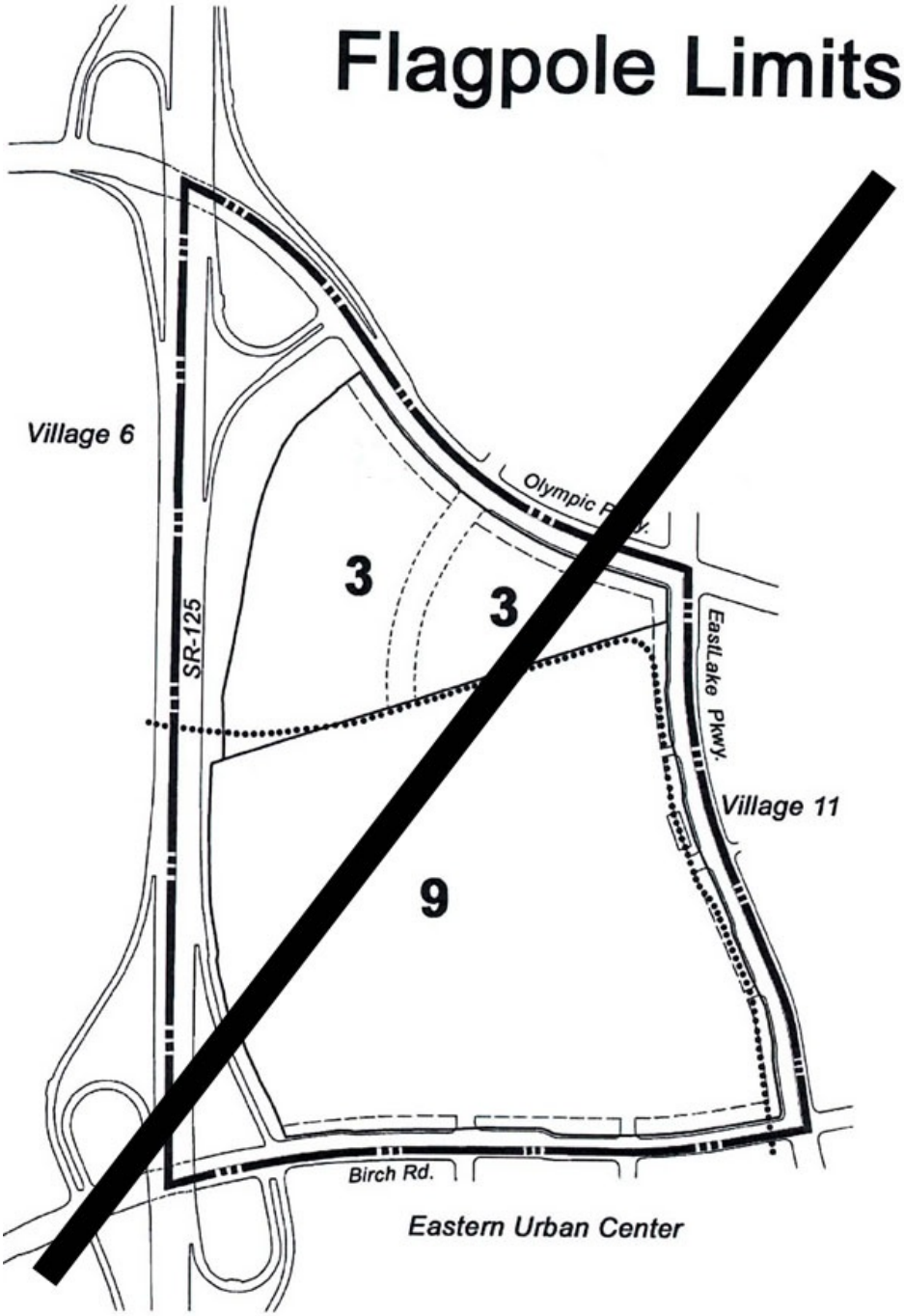

Flagpole Limits
Village 6
Olympic Pkwy.
SR-125
3
3
EastLake Pkwy.
Village 11
9
Birch Rd.
Eastern Urban Center

Exhibit 21

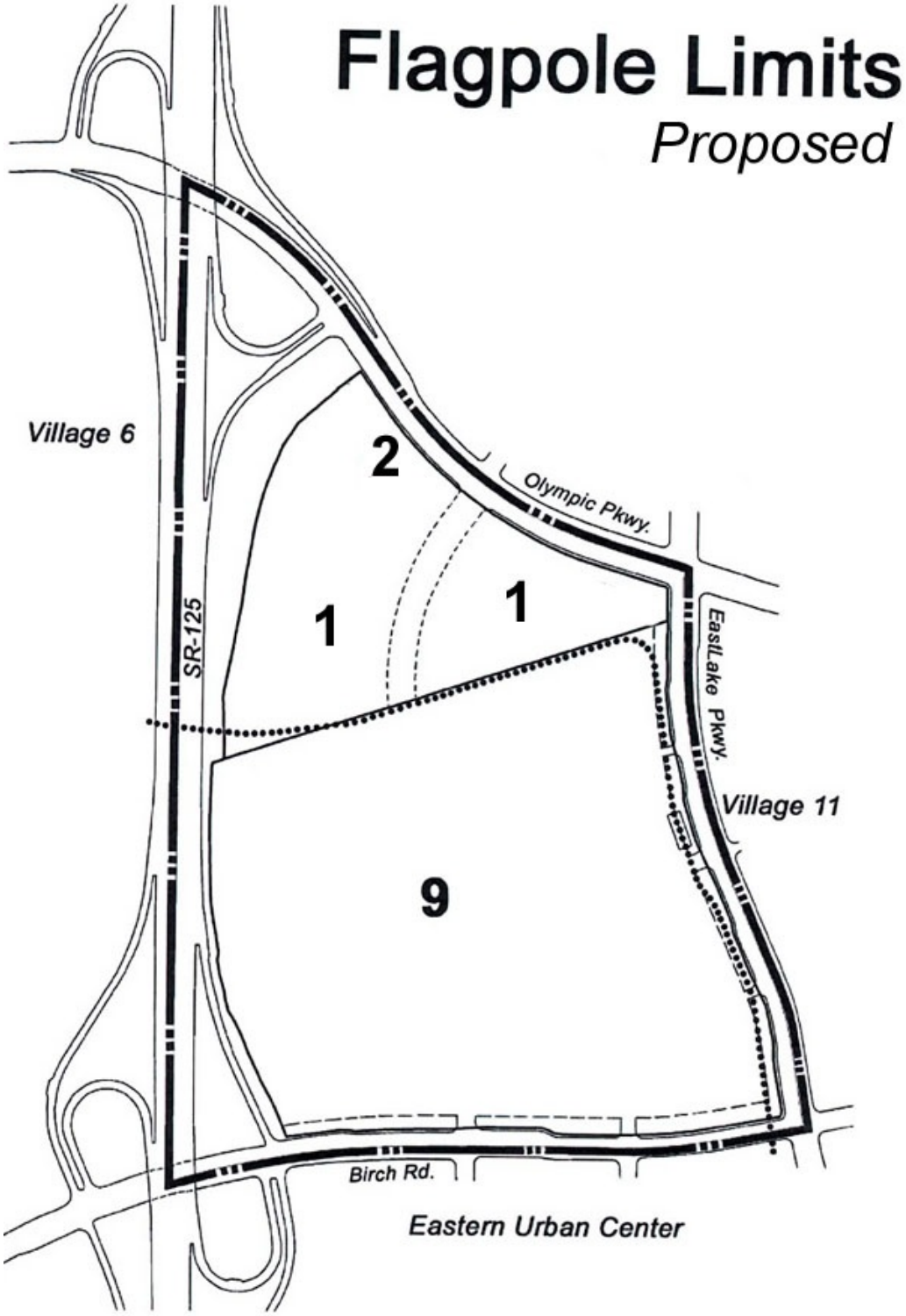

Flagpole Limits
Proposed
Village 6
2
Olympic Pkwy.
1
1
SR-125
EastLake Pkwy.
Village 11
9
Birch Rd.
Eastern Urban Center

Exhibit 21

C. Landscape Design

1. Landscape Concept

The landscaping for the Freeway Commercial Center should take advantage of the ample building setbacks and street frontages and provide for pedestrian activity and circulation throughout the project area. Placement of human-scale pedestrian friendly elements, such as gathering and seating areas, covered arcades for shelter, accent lighting and enhanced paving will create an aesthetically pleasing environment within the project. Attention should be given to the placement and ultimate size of plant material as a means of accenting built elements such as arcades, towers and similar architectural features and to insure that there is a balance between commercial exposure and other landscape objectives. The landscape design will address the interface between the streetscape and the commercial center while framing and articulating views into the site. Utilization of common site design elements such as lighting, signage, enhanced paving and landscaping will provide a unifying element between the landscape and the buildings constructed within the project. The Landscape Concept for planning area FC-2 will complement the existing Landscape Concept for planning area FC-1, but the specific design character will be developed during the preparation and approval process for the Master Precise Plan. The Landscape Concept provided as Exhibit 22 includes the following components:

- ~~Promenade Streetscape The Promenade Streetscape zone is the main spine linking the Commercial Center to Olympic Parkway through FC-2. Theme trees are used as an accent element with flowering canopy trees used as a backdrop to add visual interest, create view corridors and provide screening. Shrub planting along the corridor will be used to screen parking and provide interest through a variety of leaf textures and color and seasonal flowering.~~

- Building Perimeter/Parking Flowering and evergreen canopy trees are used to provide shade and visual interest in the parking area and building perimeter. Shrub plantings will be used in accent planting areas throughout the site to provide a variety of form and texture.

- Entries: The project entries will be identified through use of theme trees with a canopy tree backdrop. The palms and canopy trees will introduce the thematic corridor scheme to the site and transition from the streetscape design scheme.

- Arterial Streetscape: The variable width parkways along the major roads surrounding the site will continue the established planting schemes to blend into the existing

community theme. ~~The streetscape will extend into the Enhancement Buffer, blending with the hardscape edge.~~

- SR-125 Slopes The slope area adjacent to SR-125 will be planted with indigenous plant material providing visual interest through plant massing and random groupings of trees.

Several conceptual illustrations in this section include call outs for specific trees or features (such as fountains or Palm trees). This is only to illustrate one of many possible design concepts and not intended to be a specific proposal, or the only concept possible or desirable. The proposed specific design for these areas is not established at the SPA planning stage, but at the Design Review submittal stage. These illustrations should not be used to imply otherwise.

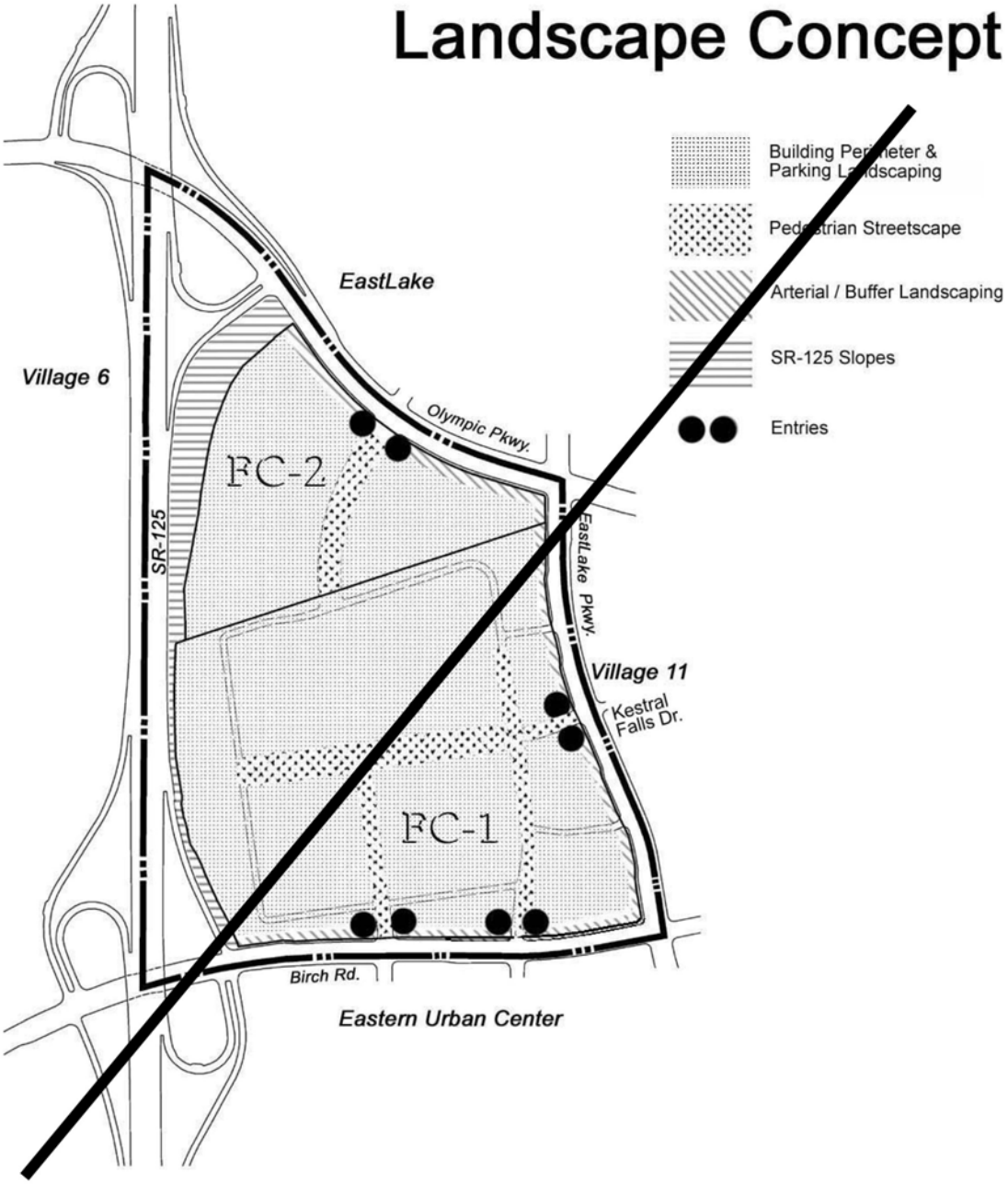


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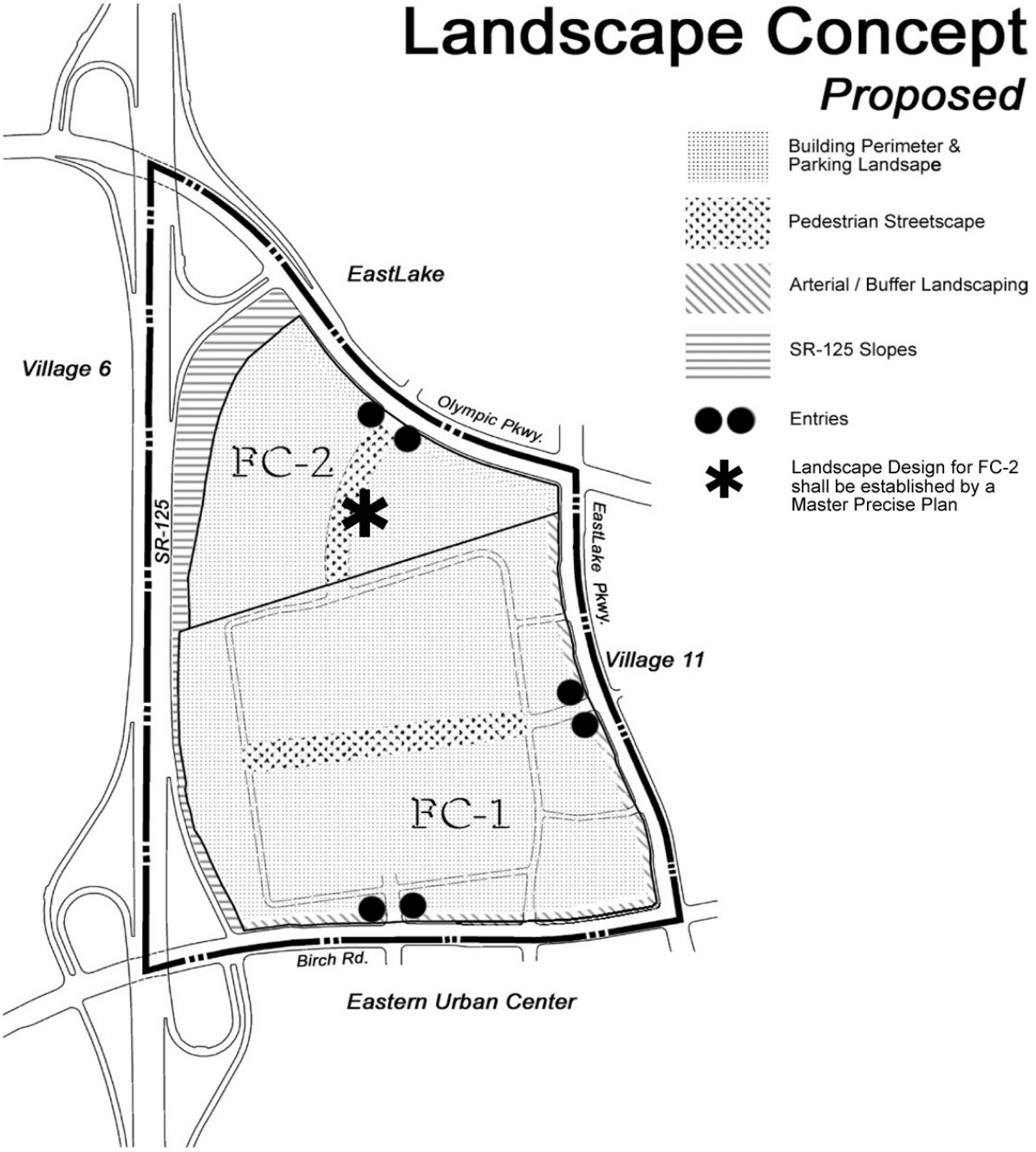
Exhibit 8



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5/15/15

Exhibit 22

2. Entries & Monuments

Landscaped project entries shall be designed to introduce the theme and character of the Commercial Center and identify the project and its access points. Project entry/monumentation areas consist of two types, Major Intersection Monuments and Major Entries. The major intersection monuments for the site will be located at the intersections of EastLake Parkway and Birch Road and Olympic Parkway. The treatment of these areas is described below; however, specific design details will be determined during the initial site design phase of the project. Refer also to Exhibit 28 ~~27~~, which conceptually indicates monument and entry signage locations.

- Freeway Monument: While not an actual entry monument, this sign will provide project identification for the project SR-125. An example of this feature is illustrated in Exhibit 30 ~~32~~.

- Major Intersection Monuments Major monumentation occurs at the arterial road corners. These will consist of project identification signage to include the project name and major tenant identification, specimen trees for backdrop accentuation, large, flowering accent shrubs and a combination of turf and groundcover at the base of the signage. (see Exhibit 29)

- Major Entry Monuments: Major Entry monumentation occurs at the actual vehicle access points to the site as shown for Major Entry Signs on Exhibit 29. These entries consist of project identification signage to include the project name and tenant identification, specimen trees for accentuation and a combination of flowering shrubs, groundcover and turf. Utilization of enhanced paving at entry corners is encouraged with consideration given to pedestrian circulation.

3. Edge Treatment

The landscaping along the project perimeter varies between on- and off-site land uses and requires special attention to each condition. Street frontages should take advantage of the ample setbacks and grade differential to provide visual interest, view corridors and accentuation of the built elements. Landscaped berms or plant massing should be used to screen parking areas and other areas requiring screening from the perimeter. Design solutions along the "Enhancement Buffer" are depicted in Exhibit 23. The perimeter landscape treatment should serve to set the tone as well as reinforce the landscape theme for the commercial center. Additionally, the streetscape should maintain continuity with the community character and reflect existing plant material used in adjacent off-site areas. The established plant palette for EastLake Parkway and Birch Road will be utilized to maintain continuity throughout the project area. Edge treatments along SR-125 should provide

landscape buffering to mitigate visual impacts and create view corridors into the project. Plantings along SR-125 will consist of a combination of low water use trees, shrubs and groundcovers.

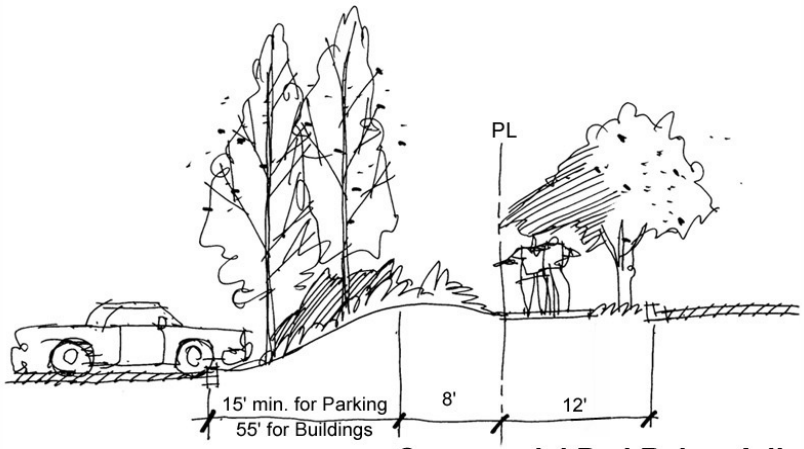
4. Slope & Erosion Control

Slopes within the site will be permanent and be planted with low water use trees, shrubs and groundcovers. A permanent automatic recycled water irrigation system will be required to establish and maintain the plant material. Plant materials should vary in height and be informally placed to provide visual interest and soften slope edges. View corridors will be established and objectionable views mitigated through careful placement of trees on the slope. All slope erosion control planting shall be in conformance with the requirements of the City of Chula Vista Landscape Manual and the City Landscape Architect.

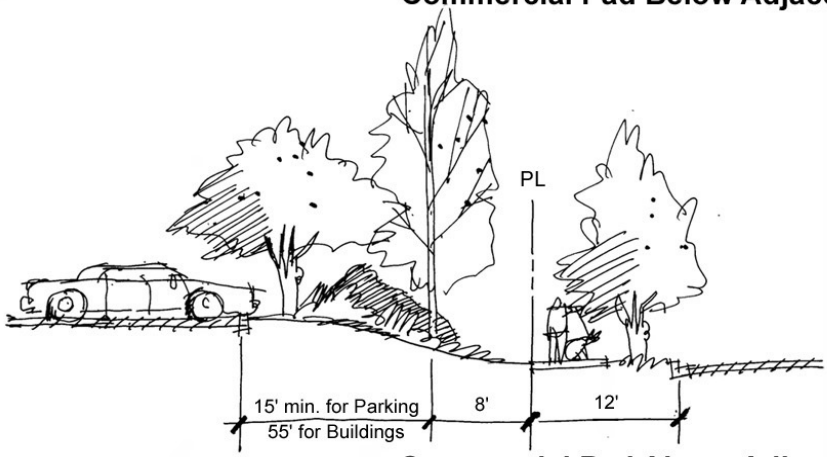
5. Streetscape Landscaping

Due to the established planting scheme developed for all adjacent roadways, the plantings along these roads will consist of the pre-selected trees and shrubs. The parkways will consist of ornamental and low water use trees, shrubs, groundcover as well as an appropriate amount of turf. Trees will be offset similar to the arrangement shown on Exhibit 24, which depicts Birch Road as an example.

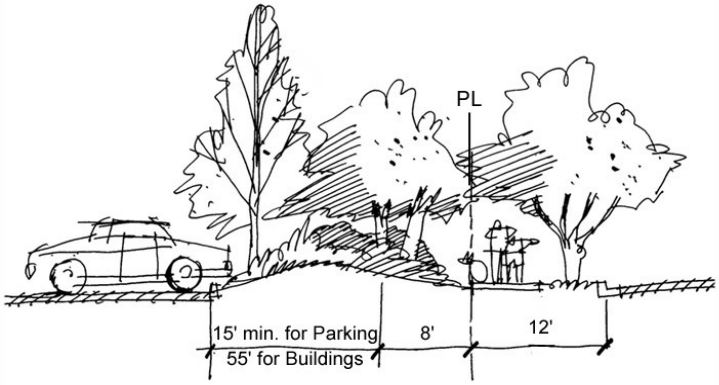
Internal streetscape for the Commercial Promenade Street (in FC-2) should provide a strong linear connection through the site. In addition, the landscape easement shall utilize a pedestrian scale tree planted within an ornamental tree grate to provide a buffer from the adjacent roadway. The street trees in both the medians and the landscape easement shall be planted at an average spacing of 40 feet on center.



Commercial Pad Below Adjacent Arterial



Commercial Pad Above Adjacent Arterial



Commercial Pad at Grade with Adjacent Arterial

Source: Gillespie Design Group

Enhancement Buffer Sections

Exhibit 23

Birch Road Streetscape

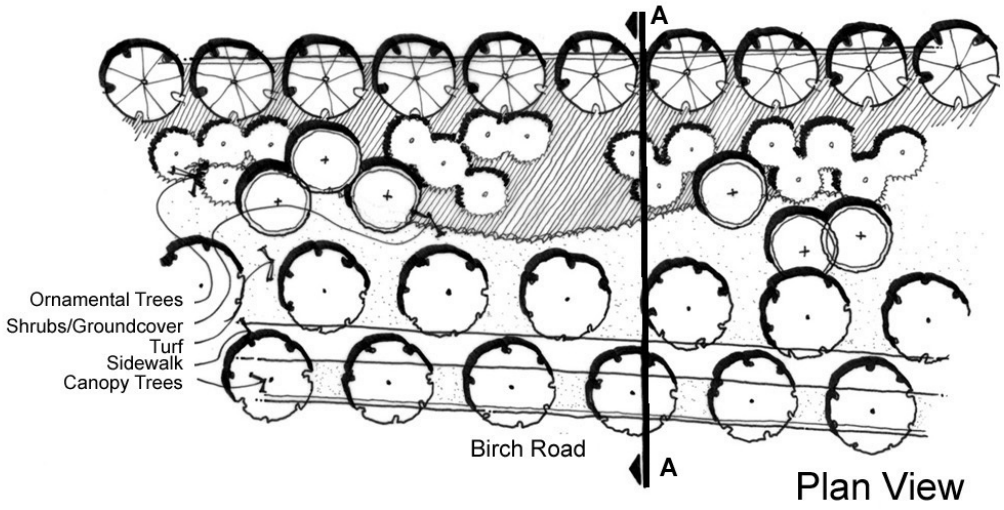


Exhibit 24

Birch Road Entry Concept

Street "C" (Eastern Entry off Birch Rd.)

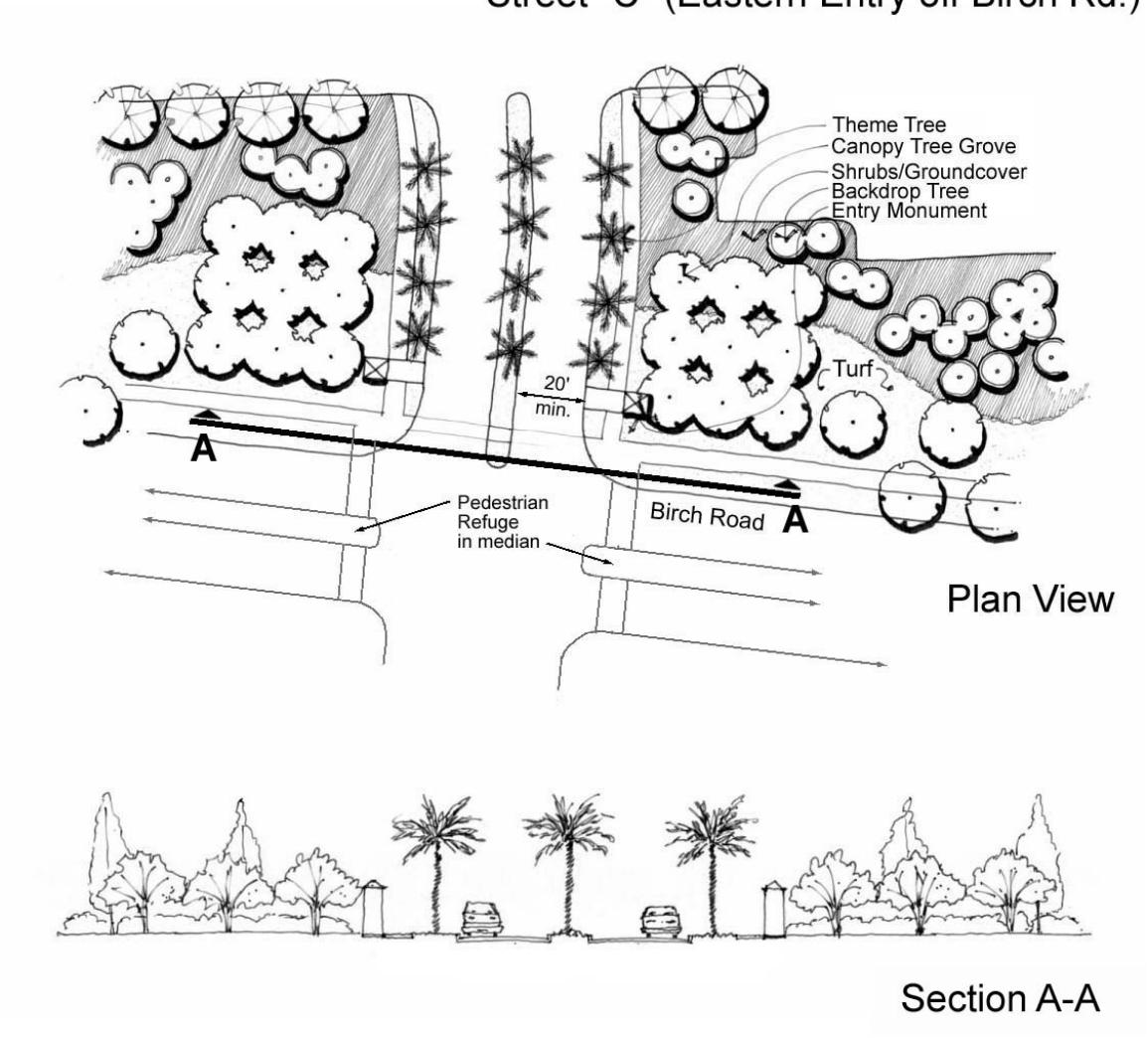


Exhibit 25

6. Building Site & Parking Area Landscaping

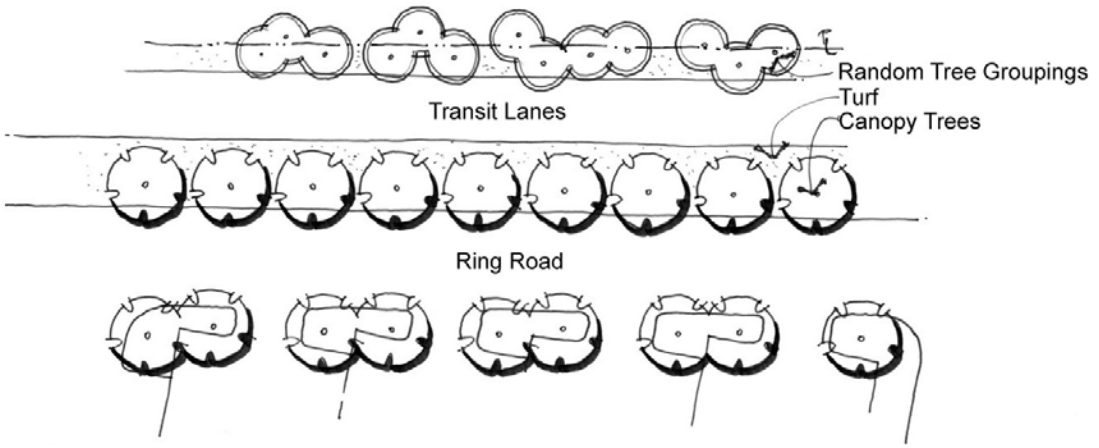
The landscaping within the building and parking areas will take advantage of the ample building setbacks and street/parking area frontages to provide for pedestrian activity and circulation throughout the commercial center. Within this area, placement of human scale pedestrian friendly elements such as gathering and seating areas, covered arcades for shelter, accent lighting and enhanced paving will create a safe, comfortable and aesthetically pleasing environment. Attention shall be given to the placement and ultimate size of plant material as a means of accenting built elements such as arcades, towers and other similar architectural features. Vines and climbing plants can be integrated on building elevations, trellises and perimeter walls to soften the appearance of structures and deter graffiti. The landscape palette shall consist of materials consistent with early California Heritage(see Plant Palette Matrix and guidelines for parking).

Landscaping design and plant material selection should also take into consideration maintenance issues, excessive litter on parked vehicles or on pedestrian routes, and provision of shade. Landscaping should be protected from vehicular and pedestrian encroachment. Landscape design should also consider "Safescape" issues to avoid creating hiding places for potential criminal activity.

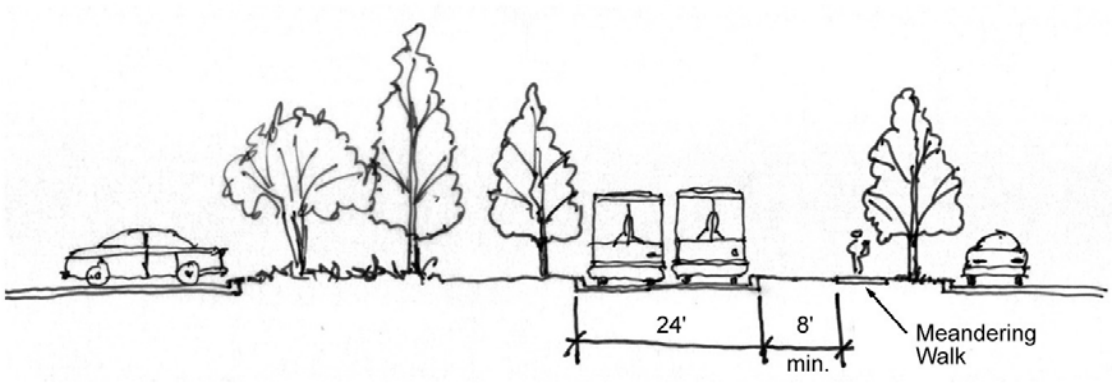
7. Transit Facilities Landscaping

When constructed, the transit station will be a unique site feature and activity focal point. A specific landscape design and material selection should be made to create a distinct area identified by landscaping. Pedestrian routes to the station and the station environs should be particularly "pedestrian friendly" in design and have an enhanced level of pedestrian oriented site furnishings.

Landscaping along Transit Route



Plan View



Section

Exhibit 26

8. Plant Materials

Plant material for the project's landscape and open space should respond to the variety of orientations, refinement, land use transitions and edge conditions. The following plant material list represents examples of suggested plant material and their areas of use. Plant materials are listed below by horticultural and common name. This list should not be considered exhaustive. Other plant material may also be acceptable for use upon approval by the City.

Trees

Primary & Secondary Entry / Accent
(50% 36" box, 50% 24" box)

Olea europaea 'Swan Hill'	Olive
Phoenix dactilyfera	Date Palm
Pistache chinensis	Chinese Pistache
Platanus acerifolia 'Bloodgood'	London Plane Tree
Tipuana tipu	Tipu Tree
Washingtonia robusta	Mexican Fan Palm

Streetscape (Birch Rd. / Eastlake Parkway)
(20% 36" box, 60% 24" box, 20% 15 gallon)

Cassia leptophylla	Gold Medallion Tree
Jacaranda mimosifolia	Jacaranda
Pinus eldarica	NCN
Pistache chinensis	Chinese Pistache
Platanus acerifolia 'Bloodgood'	London Plane Tree
Schinus molle	California Pepper Tree
Tipuana tipu	Tipu Tree
Tristania conferta	Brisbane Box

~~**Commercial Promenade**~~ **Entry Street (in FC-2)** ~~)~~ as prescribed on the Master Precise Plan)
~~(24" box, 22' b.t.h. Palms only)~~

~~Cassia leptophylla~~	~~Gold Medallion Tree~~
~~Phoenix dactilyfera~~	~~Date Palm*~~
~~Platanus acerifolia 'Bloodgood'~~	~~London Plane Tree~~
~~Prunus cerasifera~~	~~Purple Leaf Plum~~
~~Tipuana tipu~~	~~Tipu Tree~~
~~Washingtonia robusta~~	~~Mexican Fan Palm*~~

~~* these trees shall be emphasized in the Transit Station Node.~~

Building Perimeter / Parking Area
(50% 24" box, 50% 15 gallon)

Agonis flexuosa	Peppermint Tree
Cassia leptophylla	Gold Medallion Tree
Magnolia grandiflora	Southern Magnolia
Pinus canariensis	Canary Island Pine
Pittosporum undulatum	Victorian Box
Tipuana tipu	Tipu Tree
Tristania conferta	Brisbane Box

Shrubs / Groundcover

Ornamental Shrubs (Streetscape, Thematic Corridor, Building Perimeter, Entries, Slopes)
(30% 1 gallon, 50% 5 gallon, 20% 15 gallon)

Acacia redolens	Prostrate Acacia
Agapanthus orientalis	Lily of the Nile
Brunfelsia pauciflora	Yesterday, Today and Tomorrow
Coprosma kirkii	Mirror Plant
Dietes bicolor	Fortnight Lily
Dodonea viscosa	Hopseed Bush
Escallonia fradesi	Escallonia
Hemerocallis species	Daylilly
Ligustrum japonicum	Japanese Privet
Leptospermum scoparium	New Zealand Tea Tree
Phormium species	Flax
Pittosporum tobira	Pittosporum
Plumbago auriculata	Cape Plumbago
Raphiolepis indica	Indian Hawthorn
Xylosma congestum	Shiny Xylosma

Groundcovers and Accents (Slopes and Level Areas)
(flats, Myoporum 1 gallon)

Baccharis pilularis	Dwarf Coyote Brush
Gazania 'Sunrise Yellow'	Gazania
Hedera helix 'California'	California Ivy
Lantana montevidensis	Lantana
Myoporum parvifloium	NCN

Turf Lawn (Marathon III or equal)

S.R. 125 / Birch Rd. Interchange Plant Legend per SR 125 Guidelines

Trees
(20% 36" box, 30% 24" box, 50% 15 gallon)

Screening Evergreen Mass Buffer

Eucalyptus camaldulensis	Sugar Gum
Eucalyptus sideroxylon	Red Ironbark
Pinus halepensis	Aleppo Pine

Deciduous Limited Windrow

Populus nigra	Lombardy Poplar

Grove Trees (Flowering, Evergreen)

Olea europaea	Fruitless Olive
Pyrus calleryana	Ornamental Pear

Flowering Accent

Albizia julibrissen	Silk Tree
Pyrus calleryana	Ornamental Pear

Shrubs
(5 gallon)

Dietes vegeta	Fortnight Lily

Slope Groundcovers and Accents
(flatted ivy, Myoporum in 1 gallon)

Acacia redolens	Prostrate Acacia
Baccharis pilularis	Dwarf Coyote Brush
Hedera Helix 'Needle Point'	English Ivy
Myoporum parvifloium	Myoporum

Inert Groundcover
Shredded bark mulch (Minimum 3" deep)

9. Landscape & Irrigation Standards

The landscaping for the Freeway Commercial Center shall, as a minimum, conform to the landscape requirements for the City of Chula Vista Landscape Manual and the City Landscape Architect as well as the guidelines herein.

All landscaped areas shall be served by a permanent, subsurface, automatic irrigation system utilizing reclaimed water. The irrigation system shall be designed to maximize efficiency and minimize water usage through use of low flow and matched precipitation rate irrigation heads, separation of irrigation systems by plant hydrazone and use of automatic controllers with built in water management capabilities. Irrigation design shall meet the requirements of the City of Chula Vista Landscape Manual and the Otay Water District.

10. Landscape Maintenance Standards

All landscaped areas shall be kept free of weeds and debris. Trees shall be trimmed on an annual basis, or as recommended by a certified arborist, to maintain the desired form to enhance the project site. Shrub and groundcover areas shall be maintained in a weed free condition and trimmed as necessary to maintain desired form. Turf areas shall be mowed on a weekly basis and fertilized as recommended. An ongoing pest control and fertilization program shall be established prior to completion of landscape installation. It is suggested that a soils analysis be conducted by a qualified testing laboratory once a year to provide recommendations for the landscape fertilization program.

All landscaping installed after 2015 shall comply with Chapter 20.12 Chula Vista Landscape Water Conservation Ordinance.

D. Lighting

The overall lighting scheme for the project is shown in the Lighting Concept Pan (Exhibit 27 ~~30~~) which depicts four lighting zones: parking field lighting, security lighting, pedestrian lighting and street lighting. Lighting can illuminate walks through clear glass from smaller shops. Larger buildings may have liner shops with glass on some sides, or little or no glass on others. These buildings will require pedestrian scaled lighting along walks to provide security and encourage pedestrian circulation. All lighting shall be selective and shielded to confine light within the site and prevent glare onto adjacent properties to the extent feasible.

1. Street Lights

All street lighting shall conform to City standards. The design of poles and fixtures shall be consistent with those adopted for the Otay Ranch Community.

2. Parking Field Lighting

- Parking areas, access drives, and internal vehicular circulation areas should have sufficient illumination for safety and security. Lighting fixtures should be a zero cutoff at the project edges. The parking lot illumination level should achieve a uniformity ratio of 3 to 1 (average to minimum) with a minimum of 1 foot candle.

- Light standards shall not exceed 35 feet in height.

- Unless otherwise specifically approved in the Design Review process, exterior pole lighting should be either High Pressure Sodium (HPS) or Metal Halide (MH).

3. Safety/Security Lighting

- Lighting should be indirect (except for parking areas) and subtle. Overhead pole mounted down lighting is encouraged. Light fixtures shall not be placed more than 35 feet above grade.

- Lighting levels should emphasize walking areas so as to clearly identify the pedestrian walkway and direction of travel.

- Outdoor pedestrian use areas (courtyards, entry ways, walkways, etc.) should have sufficient illumination for safety and security. Primary pedestrian use area lighting should achieve a uniformity ratio of 3 to 1 with a minimum of

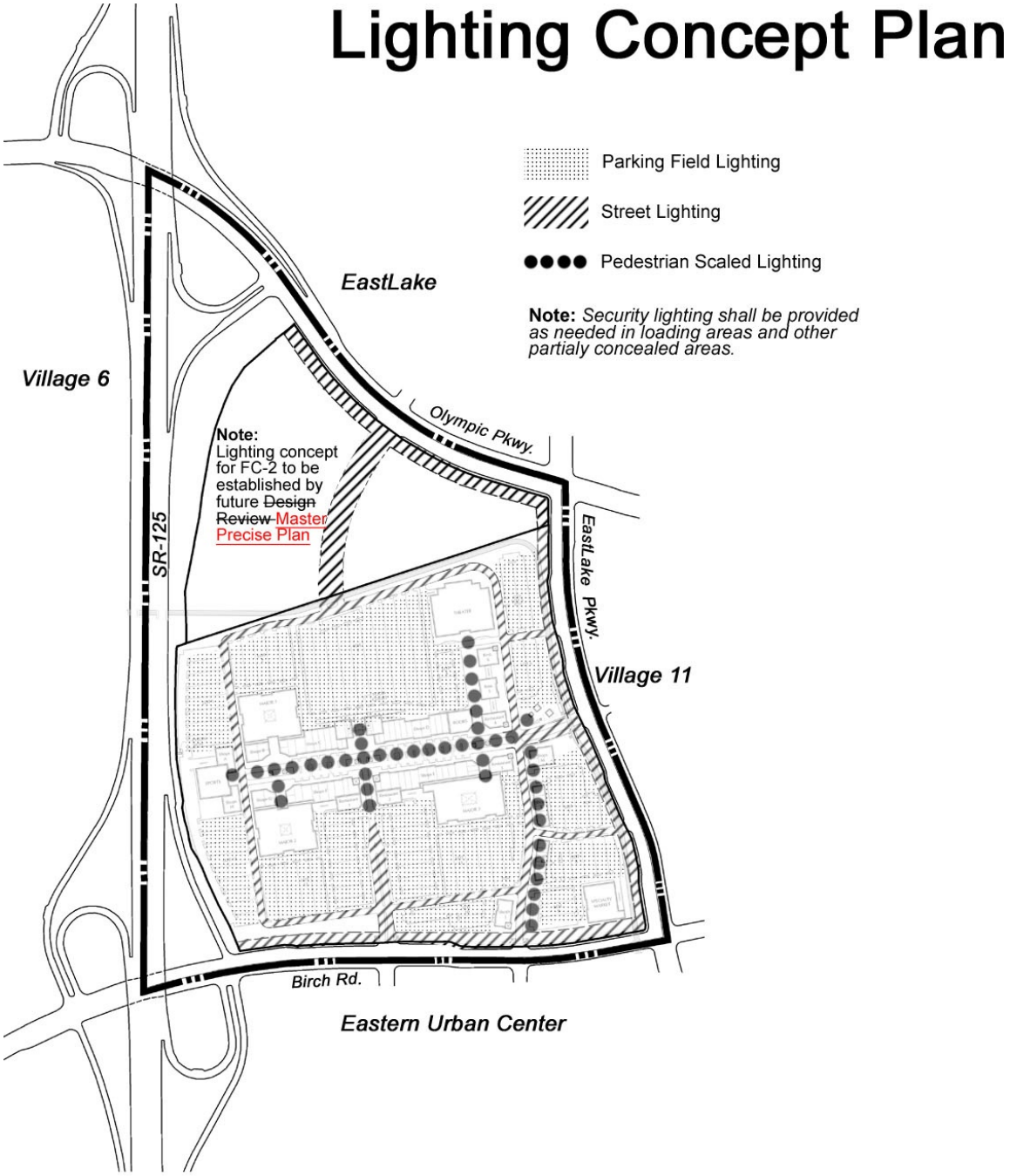
1foot candle.

- Service area lighting should be contained within the service yard boundaries and enclosure walls. No light spillover is allowed.

4. **Residential Lighting**

- Lighting standards shall be established for areas permitting residential uses at the Master precise Plan and Design Review phases of implementation.

Lighting Concept Plan



Freeway Commercial

CITY OF CHULA VISTA

OTAY RANCH

Cinti Land Planning
San Diego, CA (619) 223-7408
0 200 400 600
5/15/15 ~~6/14/04~~

Exhibit 27

4. Pedestrian/Architectural/Landscape Lighting

- Indirect lighting (except for parking areas), such as soffit lighting, wall lighting or lighting with full cutoff shield type fixtures, is encouraged where it effectively achieves the desired lighting intent. The bare light source (bulb, etc.) should not be visible.

- Architectural overhead down lighting, or interior illumination which spills outside is encouraged. In addition, up-lighting will be utilized in specific locations per where provided for in an adopted Design Review plan. Any such lighting should articulate the building design.

- Exterior illumination to enhance building identity should respect and reinforce the architectural treatment of the building. Patterns of light and fixture concealment should be considered to avoid glare and intrusion onto adjacent properties.

- Buildings should utilize more ornate, wall mounted accent lighting with angular, tapered shapes in dark or verde finishes, characteristic of the selected architectural styles.

- Landscaping lighting should be subtle and should accentuate rather than overpower landscape features.

- Special lighting should be introduced at gateways and other key locations.

E. Additional Landscape Elements and Conditions

Landscape design goes beyond plant materials. It includes additional elements, such as; hardscape, street furniture, walls and fences, and treatment of other outdoor spaces. It is an objective of the Freeway Commercial design concept to make the outdoor spaces friendly and inviting to pedestrian use.

1. Transit Station

To encourage transit use, the access routes leading to, and near, the Transit Station should be given special attention. The landscape and hardscape of the Transit Station area should convey a safe and comfortable area to wait for transit service. This should be an area of enhanced street furnishings and, potentially, "sidewalk" commercial facilities (newspaper racks, etc.) to serve transit users. Pedestrian routes should connect to the planned transit station location.

2. Paving

- Enhanced paving, paving with contrasting color and/or texture, should be used to identify pedestrian routes and as an accent at intersections and entries.

3. Walls & Fences

- Masonry walls should be constructed of split face block, 'Otay Ranch Brown' color. Masonry walls may be used as necessary for noise mitigation of SR-125, Birch Road or EastLake Parkway or as screening of refuse collection and storage areas.

- Project retaining walls over eight feet in height should utilize a Keystone (or equal) wall system to provide planting pockets for visual softening with landscape materials. A sufficient number of planting pockets should be provided to ensure adequate landscape coverage of the wall within 2 years.

- Project fencing should be constructed of vinyl coated chain link fencing and should be utilized in areas where security or limited screening is needed.

4. Site Furniture

Site furnishings such as benches, trash receptacles, bike racks and drinking fountains should be provided throughout the pedestrian circulation areas to enhance the pedestrian experience and encourage pedestrian use. Site furnishings should be included at pedestrian plazas, traffic nodes, and key locations along building frontages to provide areas of interest and gathering spaces. Benches should be compatible with the style of the building architecture and be made for outdoor use. Bollards or planters may be utilized as means of separation between pedestrian and vehicular areas as well as providing accent lighting along internal pathways. The elimination of curbs, or a 'zero curb' face, along building frontages is encouraged. Trash receptacles and

similar furnishings should also take on the character of the architecture of the project.

F. Signage

Signs are necessary to provide adequate identification of buildings and businesses, and to convey information to motorists and pedestrians that will simplify and clarify their movement to and through the commercial center. As connoted by the land use designation of "freeway commercial," uses in the project are intended to be identified from and marketed to local as well as regional travelers. The Otay Ranch GDP requires the preparation of a "Freeway Signage Program" to establish an approved design program for these signs. The freeway oriented signs are included within the conceptual sign types described below. A Comprehensive Sign Program for the project is also outlined for use during Site Plan approvals. All commercial signs must be approved pursuant to the provisions of the Freeway Commercial SPA, PC District Regulations, and the Comprehensive Sign Program. The signage included herein is conceptual and limited to the major sign types. In the event that the Sign Program approved with Design Review varies from that indicated herein, Design Review shall prevail.

Major Signs:

Three basic types of major signs are proposed. The location of these major signs are indicated on Exhibit 28.

a. Freeway Sign

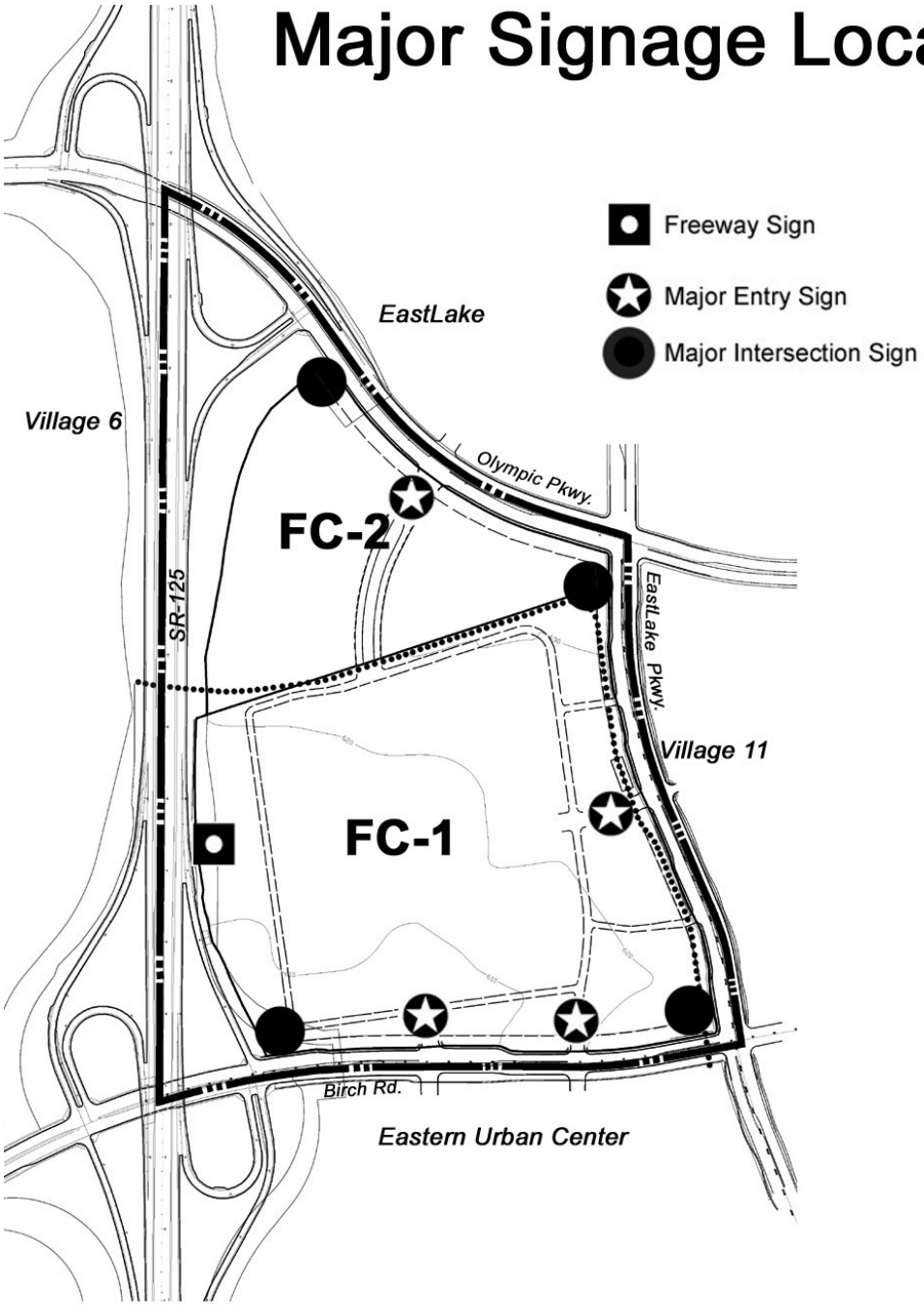
This is a freeway oriented sign identifying the commercial center and major tenants, incorporated into a structure with design themes consistent with the building architecture. A concept sketch for this type of sign is shown in Exhibit 30.

b. Major Intersection Sign

This is an arterial oriented sign, similar to the Freeway Sign, but smaller in scale and oriented toward motorists traveling along the perimeter arterials. They will be located at EastLake Parkway's intersection with Birch Road and with Olympic Parkway. A sketch of this type of sign is illustrated in Exhibit 29.

c. Major Entry Sign

This sign denotes the major entries to the Freeway Commercial project and is located at the intersections of the Commercial Promenade Streets with the arterials.



CITY OF CHULA VISTA

Freeway Commercial

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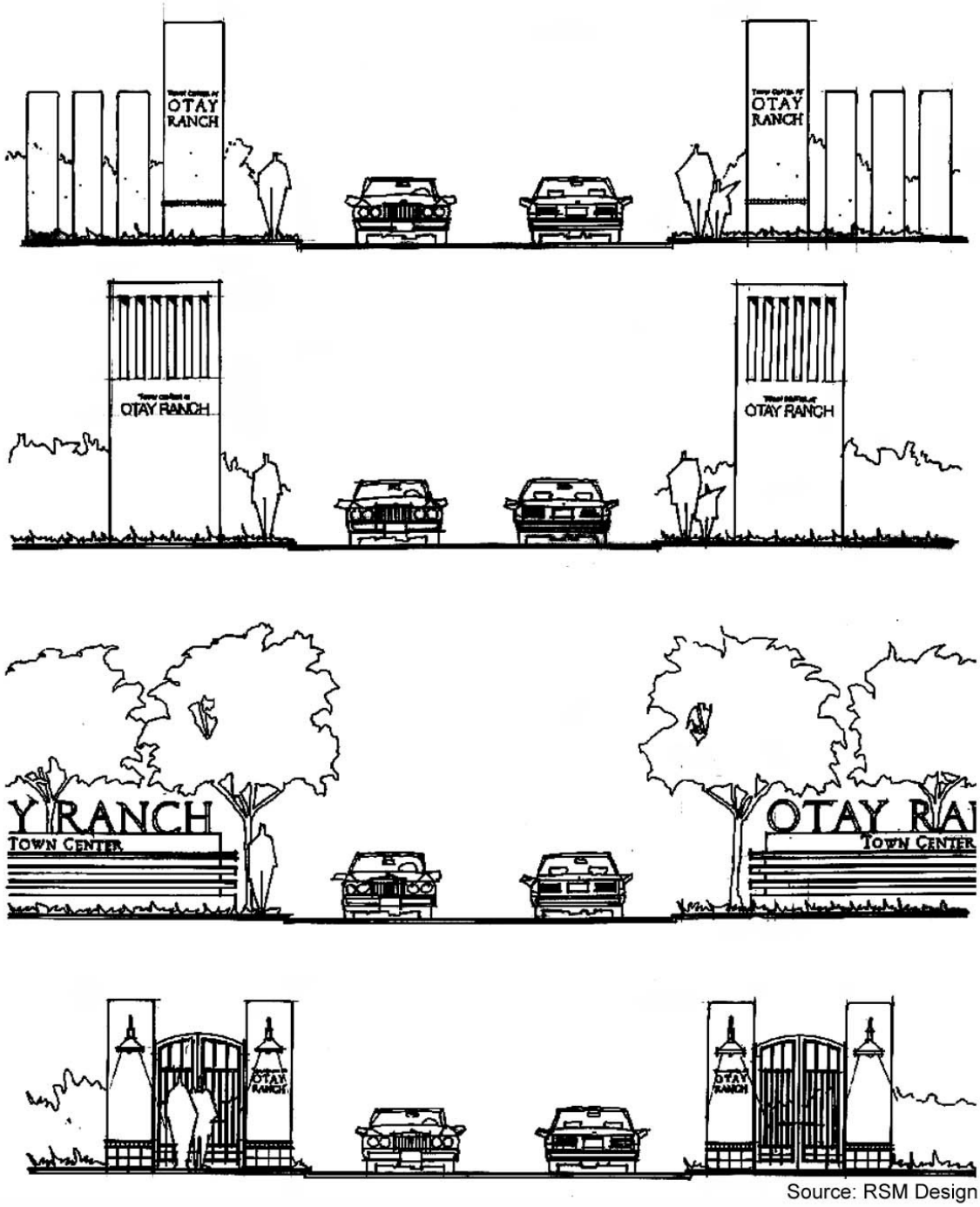
San Diego, CA (619) 223-7408
0 200 400 600
6/24/04

Exhibit 28

Entrance & Identity Signing



Source: RSM Design

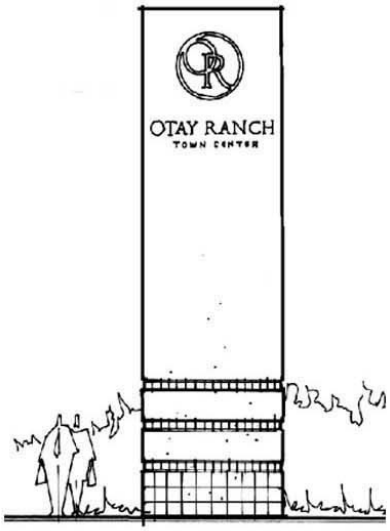
Note: The signing illustrated on this exhibit is only intended to show the general character and scale of entrance and identy signing. The required Master Sign Program will define the final design of all such signing.

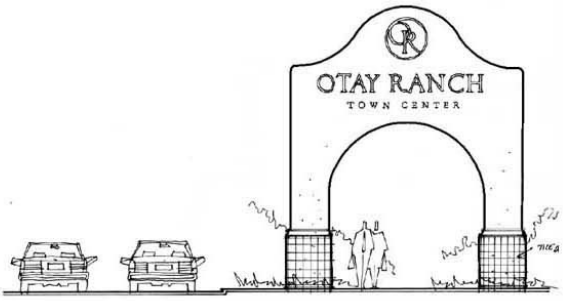
Exhibit 29

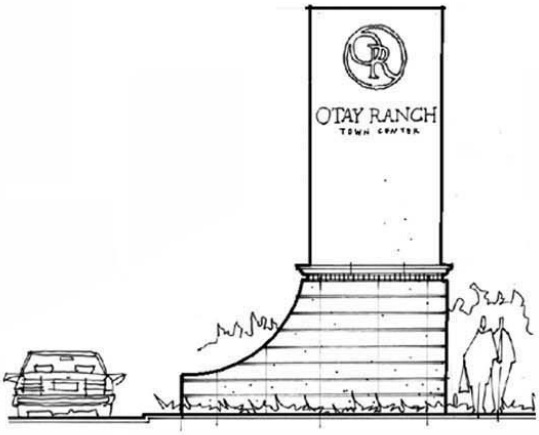
Freeway Pylon Sign

Conceptual Alternatives

This landmark size sign is located along SR-125. It will be at a scale for ease of viewing from moving vehicles and is not intended for pedestrian scale identity and interaction.







Note: *The above designs are sketches indicating the concept and general scale of major signs. The final design will be that which is approved in the required Master Sign Program.*

Source: RSM Design

Exhibit 30

2. Comprehensive Sign Program

a. Purpose & Intent

The purpose and intent of this Comprehensive Sign Program is to provide the general design standards and specifications that assure consistency in quality, colors, sizes, placements, and configurations for project site identification signs and building tenant signs throughout the Freeway Commercial Center.

b. Submittals & Approvals

Prior to sign fabrication and installation, plans for all proposed signage shall be submitted to the property owner or designated representative who will review plans for conformance with the sign program criteria. All plans submitted for approval must conform to the criteria contained in this Comprehensive Sign Program. The Owner shall have the discretionary authority to deny approval for any submittal which does not comply with the purpose or intent of the sign program. Following approval by the Owner, all commercial signs shall be approved by the City of Chula Vista, per the provisions of the Freeway Commercial SPA, PC District regulations, prior to installation.

For Owner's signage approval, the submissions shall include three sets of the following. Submittals to the City shall conform to City requirements.

1) Elevations showing all proposed signs indicating sign type, design, location, size and layout of sign drawn to scale indicating dimensions, attachment devices and construction details, colors, materials and lighting details.

2) Section detail of letters and/or sign element showing the dimensioned projection of the face of letters, method and intensity of illumination.

3) Color board with actual sample colors (8-1/2" x 11" format).

Requests to establish signs that vary from the provisions of this sign program or any requests to change the provisions of this program shall be submitted to the Owner for approval prior to submission to the City of Chula Vista.

Following approval of proposed signage by the Owner, applications for all permits for fabrication and installation by Sign Contractor shall be submitted to the City of Chula Vista.

Fabrication and installation of all signs shall be performed in accordance with the standards and specifications outlined in this sign program and in the final

approved plans and working drawings.

c. Definitions

Building Pad Tenant A free standing building with a single tenant who occupies up to 10,000 square feet of leased floor space.

Letter Height Letter height shall be determined by measuring the normal capital letter of a type font exclusive of swashes, ascenders, and descenders.

Logo An image composed of a single or collection of symbols, figures and design elements which together form a distinct and unique identifying mark.

Major Tenant A building with a single tenant who occupies more than 80,000 square feet of leased floor space.

Shops - In Line Tenant A building with multiple tenants where each tenant occupies up to 10,000 square feet of leased floor space.

Sign Area The area of a sign, exclusive of margins, in which copy and graphics may be placed. Sign area shall be computed by surrounding each graphic element with a regular geometric shape (e.g., circle, rectangle, trapezoid, ellipse), calculating the area contained within the shape(s), and then computing the sum of the areas. Minor elements such as swashes, simple lines, or other decorative touches that might extend beyond the limits of the geometric shape shall not be included as part of the sign area.

Sub-Major Tenant A building with a single or multiple tenants where each tenant occupies from 10,001 to 80,000 square feet of leased floor space.

Owner The party who possesses legal title to the property or site in question or his designated representative.

Wall Sign Any sign affixed to the elevation of a building wall or parapet.

d. Sign Restrictions

1) Prohibited Signs

- Rooftop signs and signs projecting above roof lines or parapets.
- Rotating, revolving, flashing or moving signs.
- Advertising or promotional signs on parked vehicles.
- Signs on mansard roofs and equipment screens.
- Off-premise signs (other than directional signs) installed for the purpose of

advertising a project, event, person or subject not related to the premises upon which said sign is located.

2) Nonconforming Signs

Owner may, at its sole discretion and at Tenant's expense, correct, replace or remove any sign that is installed without written approval and/or that is deemed not to be in conformance with the plans as submitted and with the Comprehensive Sign Program.

3) Illegal Signs

Any sign that is deemed not to be in conformance with the approved Sign Plan or erected without government approval or permits is considered an illegal sign. The Owner may, as its sole discretion and at Tenant's expense, correct, replace or remove any illegal sign.

4) Abandoned Signs

An abandoned sign is that which use is discontinued because the premises upon which it is located becomes vacated and unoccupied for a period of more than 90 days. The Owner may, at its sole discretion and at Tenant's expense, replace or remove any abandoned sign.

e. Site Signage & Building Signage Design Guidelines

1) Design Objective

The primary objective of the sign program is to generate high quality, creative site signage and building tenant signage. A diversity of sign types and styles is encouraged to impart a lively quality. Treatments encouraged by the program include mixed-media signs incorporating multi-dimensional forms and combinations of colors, shapes, materials, and lighting techniques.

- Signs shall be designed in a manner that is compatible with and complementary to the overall project and adjacent facades.

- Signage that incorporates logos, business identity, and/or images denoting the type of business shall be encouraged. Logo design and colors to be approved by the Owner.

- Notwithstanding the maximum square footages specified for sign area allowances, signs and typography in all cases shall appear balanced and in scale within the context of the sign space and the building as a whole. Thickness, height, and color of sign lettering shall be visually balanced and

in proportion to other signs on the building.

- Wall signs shall be affixed without visible means of attachment, unless attachments make an intentional statement. Wall signs need not be attached directly to the lease space to which they refer.

- Ground signs or monument signs may be located within landscaped zones between property lines and building setback lines, allowing for adequate sight-lines for approaching vehicular traffic at street intersections and project entries.

- All sign fabrication work shall be of excellent quality. All logo images and typestyles shall be accurately reproduced. Lettering that approximates typestyles shall not be acceptable. The Owner reserves the right to reject any fabrication work deemed to be below standard.

2) Construction Requirements

- Signs must be made of durable rust-inhibited materials that are appropriate and complementary to the building.

- All formed metal, such as letter forms, shall be fabricated using full-weld construction.

- All ferrous and non-ferrous metals shall be separated with non-conductive gaskets to prevent electrolysis. In addition to gaskets, stainless steel fasteners shall be used to secure ferrous to non-ferrous metals.

- Threaded rods or anchor bolts shall be used to mount sign letters which are spaced out from background panel. Angle clips attached to letter sides will not be permitted.

- Paint colors and finishes must be reviewed and approved by the Owner. Color coatings shall exactly match the colors specified on the approved plans.

- Surfaces with color mixes and hues prone to fading (e.g., pastels, fluorescent, complex mixtures, and intense reds, yellows and purples) shall be coated with ultraviolet-inhibiting clear coat in a matte or semi-gloss finish.

- Joining of materials (e.g., seams) shall be finished in such a way as to be unnoticeable. Visible welds shall be continuous and ground smooth. Rivets, screws, and other fasteners that extend to visible surfaces shall be flush, filled, and finished so as to be unnoticeable.

- Finished surfaces of metal shall be free from canning and warping. All sign finishes shall be free of dust, orange peel, drips, and runs and shall have a uniform surface conforming to the highest standards of the industry.

- Reverse channel letters shall be pinned 2-inches off building wall. Signs shall have clear acrylic backings, and p.k. housings shall be mounted flush to surface of building.

- Depth of open channel letters shall not exceed 4-inches . All hardware and neon tube supports inside open channel letters shall be painted to match interior letter color. Neon tubing shall be sufficient to make letters read "solid" and shall be installed so that top surface of neon is flush with front edges of open channel.

- All lighting must match the exact specifications of the approved working drawings.

- Brightness of signs is subject to approval by Owner and City. Surface brightness of all illuminated materials shall be consistent in all letters and components of the sign. Light leaks will not be permitted.

- The back side of all bare neon used for signage shall be painted to provide an opaque finish. Paint color shall exactly match the Owner-approved specification.

- All conduit, raceways, crossovers, wiring, ballast boxes, transformers, and other equipment necessary for sign connection shall be concealed. All bolts, fastenings and clips shall consist of enameling iron with porcelain enamel finish: stainless steel, anodized aluminum, brass or bronze; or carbon-bearing steel with painted finish. No black iron materials will be allowed.

- Underwriter's Laboratory-approved labels shall be affixed to all electrical fixtures. Fabrication and installation of electrical signs shall comply with UBC, NEC, and local building and electrical codes.

- Penetrations into building walls, where required, shall be made waterproof.

- Location of all openings for conduit sleeves and support in sign panels and building walls shall be indicated by the sign contractor on drawings submitted to the Owner. Sign contractor shall install same in accordance with the approved drawings.

- In no case shall any manufacturer's label be visible from the street from normal viewing angles.

3) Sign Treatments

A mixed-media approach where signage is composed of several different elements and lighting techniques is encouraged. The following treatments are considered appropriate:

- Internally illuminated channel letters
- Dimensional geometric shapes
- Painted metal
- Screens, grids, or mesh
- Etched or polished metal
- Cut steel or fabricated steel
- Neon
- Dimensional letter forms with seamless edge treatment
- Opaque acrylic materials with matte finishes

4) Lighting

Site Signage and Building Tenant Signage should be illuminated using a variety of lighting techniques. One or more of the following are encouraged:

- Reverse channel neon with silhouette illumination
- Open channel neon
- Fiber optics
- Exposed neon
- Internal illumination
- Front lighting
- Area lighting

All front lighting should be baffled and obscured in channels where possible. Where fixtures, shades, or other elements are exposed, they should contribute to the design of the storefront.

All exposed or skeletal neon must be backed with opaque coating, unless otherwise approved in writing by the Owner. All housings and posts for exposed neon signs must be painted out to match the building background immediately behind and adjacent to the sign.

The following shall be prohibited:

- Animated lights
- Exposed conduits and raceways
- Electrified neon attached to glass tubing surrounds or crossbars

- Front lighting fixtures that compete with the storefront design

5) Colors

The following guidelines are to be adhered to in selecting colors for site and tenant signage:

- Sign colors should be selected to provide sufficient contrast against building/structure background colors
- Colors within each sign should be harmoniously blended
- Sign colors should be compatible with building/structure background colors
- Signage colors should provide variety and excitement
- Color of letter returns should contrast with face colors for good daytime readability
- Interior of open channel letters should be painted dark when against light backgrounds
- Neon colors should complement related signage elements
- Color of trim cap retainers must match the color of letter returns and logo returns

All sign colors are subject to review and approval by the Owner as part of the tenant sign submittal.

6) Typestyles

The use of logos and distinctive typestyles are encouraged for all signs. Tenants may adapt established typestyles, logos and/or images that are in use on similar buildings operated by them in California, provided that said images are architecturally compatible and approved by the Owner. Type may be arranged in one or two lines of copy and may consist of upper and/or lower case letters.

III. Design Review Process

A. Introduction

The design review process includes two integrated procedures: design review and approval by the Master Developer Review Process and the City of Chula Vista Design Review Process.

In order to ensure that this Freeway Commercial SPA Design Plan is adhered to and maintained, specific review and approval procedures have been established. Initial construction and development plans will be considered by the property owners' design review committees. In addition, future improvements will be evaluated by the architectural review committee of the private association(s) that may be established within the project area. These review committees will assure the integrity of each development area by reviewing and approving all development proposals within their respective areas. The committees will consider the level of conformance to the intent and specific requirements of these guidelines and the adopted CC&R's. In addition, all projects shall be subject to all applicable statutes, codes, ordinances, or regulations of City of Chula Vista and any other appropriate controlling governmental jurisdictions.

Design review submittal requirements for the owner's association(s) will be established with the formation of these associations. Submittals shall include the necessary architectural site plans, floor plans, exterior elevations or perspectives, and schematic grading and landscaping plans to fully describe the proposed improvements. In order to facilitate design coordination between individual buildings, all architectural and landscape plans for adjacent projects will be available for review through the committee(s).

Any changes or modifications to approved plans proposed during the initial construction period shall be submitted to the appropriate property owner and/or owners' association for review and approval prior to submittal to City or incorporation in building or site improvements.

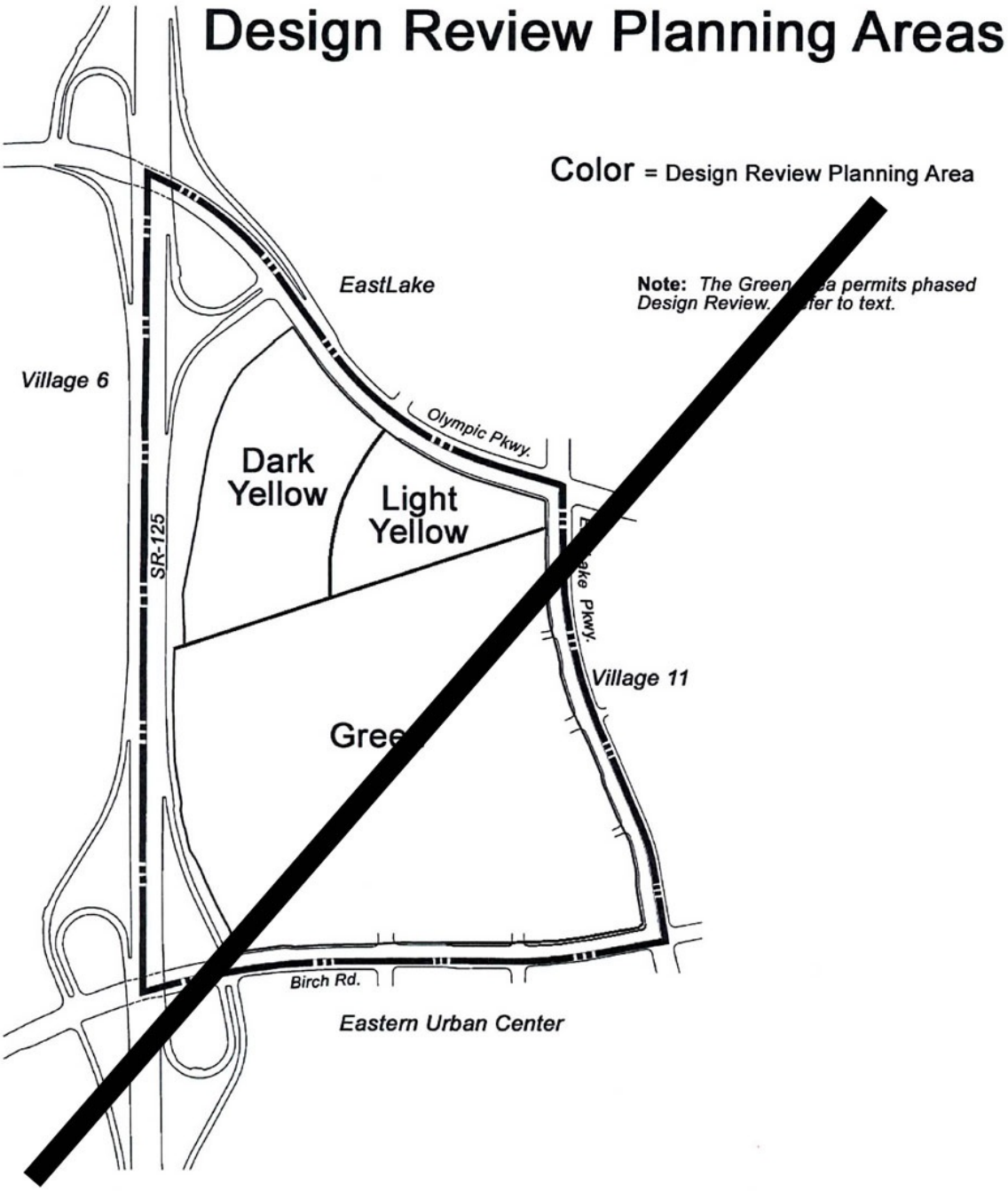
B. Design Review Areas & Submittals

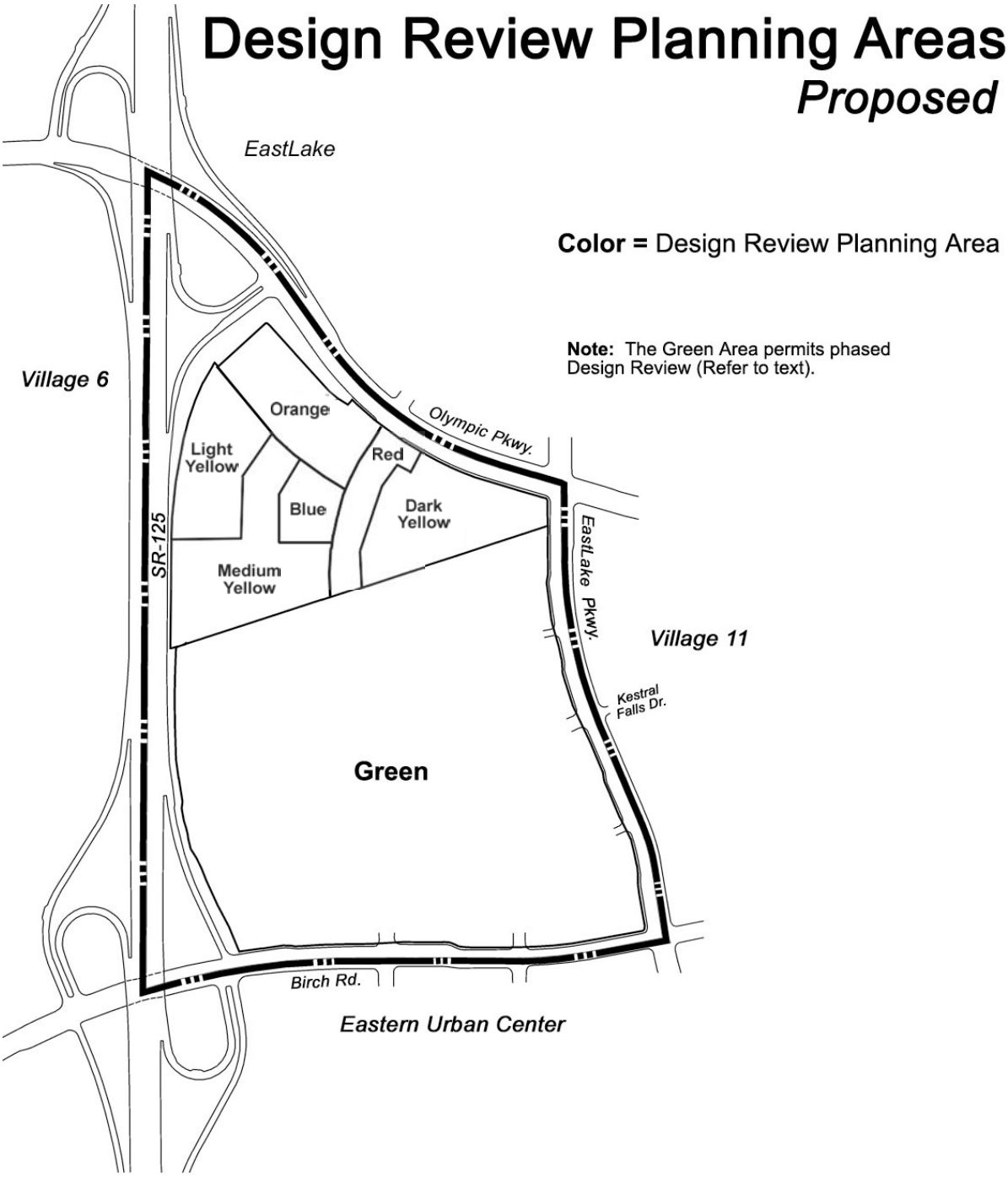
Design Review approval of site plan and architecture is required for all development within the Freeway Commercial SPA. Recognizing that development of the SPA will be phased, coordinated design review is required. Submittals shall, at a minimum, include an entire Design Review Area as shown on Exhibit 31 and contain the information listed below. As an alternative to preparing detailed plans for an entire Design Review Area, a Master Precise Plan may be approved for the entire area and implemented through phased Design Review approvals. While the Master Precise Plan may include many of the components required for Design Review, it does not replace the need for Design Review. The Master Precise Plan is also intended to provide more detail than is typically included in a Design Plan and upon adoption becomes an administrative supplement to the Design Plan.

Required components of an individual design review area project submittal will be determined at the pre-application meeting with City staff. Generally, the following plans will be required: site plan, floor plans, landscape plan, grading plan, building elevations, roof plan, sign plans, site photographs,

colors and materials palette. Additional information may be required, depending upon the specific project proposed. All submitted plans must be consistent with the provisions of this Design Plan~~.~~ and the Master Precise Plan.

Individual buildings, store fronts or other improvements, not approved in the overall Design Review process, shall provide evidence that the proposed improvement has been reviewed and approved by the Master Developer. The City shall not initiate the review process, except for pre-application consultation, until the Master Developer has approved the design.


Design Review Planning Areas
Color = Design Review Planning Area
EastLake
Note: The Green ea permits phased Design Review. er to text.
Village 6
Olympic Pkwy.
Dark Yellow
Light Yellow
SR-125
ake Pkwy.
Village 11
Gree
Birch Rd.
Eastern Urban Center
Freeway Commercial
CITY OF CHULA VISTA
OTAY RANCH
Cinti Land Planning
San Diego, CA (619) 223-7408
0 200 400 600
6/14/04
Exhibit 31


Design Review Planning Areas
Proposed
EastLake
Color = Design Review Planning Area
Note: The Green Area permits phased Design Review (Refer to text).
Village 6
Orange
Light Yellow
Red
Blue
Dark Yellow
Medium Yellow
SR-125
Olympic Pkwy.
EastLake Pkwy.
Village 11
Kestral Falls Dr.
Green
Birch Rd.
Eastern Urban Center
Freeway Commercial
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0 200 400 600
1/19/16

Exhibit 31

C. City of Chula Vista Design Review Process

The requirements of the City are fairly typical and are further detailed below, but each builder should contact the City for current, specific requirements. As noted above, the design review process with the master developer should be initiated prior to formal review by the City.

The design review process with the City should be initiated with an informal pre-application meeting with City staff to identify specific design issues and submittal requirements for the proposed project. A formal application would be the next step in the process to which city staff would provide comments. A revised submittal would then be prepared and the proposed project would be scheduled for a formal approval action.

Site Plan and Architectural Approval, as well as Design Review are required for all uses within the Freeway Commercial zoning district, as defined in the Freeway Commercial Planned Community (PC) District Regulations. Specific requirements for application and review procedures are provided in Chapter VI of the PC District Regulations and Chapter 19.14 of the City's Zoning Ordinance.

In addition to the Freeway Commercial Design Plan, the City's "Design Manual" provides design guidance for all projects subject to Design Review, including commercial and industrial projects. The Design Manual should be consulted when preparing plans for these projects, along with these guidelines.

The City has also published a "Landscape Manual" which describes the landscape review process and provides some guidelines for landscape design from the City's perspective. The Manual also includes specific standards for landscape and irrigation improvements.

~~1. Zoning Administrator Design Review~~

~~The City's Zoning Administrator is authorized to consider and approve, disapprove or modify applications on several subjects as provided in Chapter VI of the Freeway Commercial PC District Regulations and Section 19.14.030 of the Chula Vista Municipal Code (CVMC), specifically including: site plan, architectural design, and landscape plan approval for projects with less than 20,000 square feet of floor area. In addition, the Zoning Administrator may approve sign applications, including a master sign program.~~

~~2. Design Review Committee~~

~~The Design Review Committee shall review plans for buildings (individual user) greater than 20,000 square feet and the overall project site plans for FC-1 and FC-2 as required by the Freeway Commercial PC District Regulations, the City's Zoning Ordinance and as provided for herein. They shall base their findings on the City's Design Manuals and this Design Plan. Refer to Sections 19.14.5812 through 19.14.600 of the CVMC for additional information.~~

1. Design Review Process

a. Plans for the establishment, location, expansion or alteration of structures in all multifamily residential zones and all commercial and industrial zones shall require design review by the Planning Commission.

b. The Planning Commission shall approve, conditionally approve or deny such plans. The Planning Commission shall base its findings and actions on the design review provisions of the affected design manuals of the City.

c. The Zoning Administrator has the discretion, with the concurrence of the applicant, to act in the place of the Planning Commission in the case of minor projects, including new construction or additions to commercial, industrial, or institutional projects with a total floor area of 20,000 square feet or less, and residential projects of 10 units or less. The Zoning Administrator shall base its findings and actions upon the provisions of the affected design manuals of the City. (Ord. 3268 § 3, 2013; Ord. 3212 § 4, 2011).

2. Appeals

~~Generally, an appeal of a design decision must be filed within ten days after the notice of decision is filed. Any interested party who participated in the administrative action, public hearing or the director of planning may appeal the decision to the appropriate appellate body. Design Review decisions by the Zoning Administrator may be appealed to the Design Review Committee. All other appeals shall be filed per Section VI.G. of the Freeway Commercial PC District Regulations.~~

a. The applicant or other interested persons may file an appeal from the decision of the Planning Commission or Zoning Administrator for minor projects to the City Council within 10 business days after the decision is made. The appeal shall be in writing and filed with the Development Services Department on forms prescribed for the appeal, and shall specify therein the argument against the decision of the Planning Commission. If an appeal is filed within the time limit specified, it automatically stays proceedings in the matter until a determination is made by the City Council.

b. Upon the hearing of such appeal, the City Council may, by resolution, affirm, reverse or modify, in whole or in part, any determination of the Planning Commission or Zoning Administrator for minor projects. The resolution must contain a finding of facts showing wherein the project meets or fails to meet the requirements of this chapter and the provisions of the design review manual.

c. The decision of the City Council is final. (Ord. 3268 § 3, 2013; Ord. 3212 § 6, 2011; Ord. 3153 § 2 (Exh. A), 2010; Ord. 2822 § 1, 2000; Ord. 2036 § 1, 1983; Ord. 1994 § 1, 1982; Ord. 1771 § 3, 1977).